

# The Hongkong Telegraph

(ESTABLISHED 1881.)

Copyright, 1914 by the Proprietor.

WEATHER FORECAST

OVERCAST.

Barometer 29.72

July 16, 1914. Temperature 6 a.m. 82. 2 p.m. 79.  
Humidity 87 93

July 16, 1914. Temperature 6 a.m. 79 p.m. 89.  
Humidity 95 64

2849 晚三十月五閏年寅甲

THURSDAY, JULY 16, 1914.

四拜禮 號六拾月七英曆舊

SINGLE COPY 10 CENTS  
\$36 PER ANNUM.

## TELEGRAMS.

### ECLIPSE STAKES

#### PROBABLE STARTERS.

(Reuter's Service To "The Telegraph.")

London, Received July 15.  
The probable starters and jockeys, with weights, for the Eclipse Stakes, to be run at Sandown, over a distance of a mile and a quarter, on Friday, are as follows:—

Cantilever (Walter Griggs).....10st.  
Lavois (Saxby).....10st.  
Jameson (Spear).....9st. 8lb.  
White Magic (G.Mc. Call).....9st. 8lb.  
Anmer (H.Jones).....9st. 4lb.  
Hales (Wing).....9st. 4lb.  
Kennymore (Clark).....9st. 2lb.  
Hapsburg (Foy).....8st. 13lb.  
By George (Piper).....8st. 13lb.  
Honeywood (Dunghue).....8st. 13lb.  
Carrikerfurgus (Wheatley).....8st. 13lb.  
Evansdale (W.Huxley).....8st. 10lb.  
Quixtus (—).....8st. 10lb.  
Lord Godolphin (—).....8st. 6lb.

## WU TING FANG.

### A CHINESE ON ENGLAND AND AMERICA.

#### Interesting Comparisons of East and West.

Dr. Wu Ting-fang has written a book called "America and The Americans, from a Chinese Point of View", and it is eminently worth reading by everyone interested in the comparative study of differing civilisations. The Doctor was formerly a law student in London, and since then he has represented his country at Washington. Now, he has retired to China; and as Chinese and American friends had often suggested to him that he might entertain and instruct East and West alike by a work contrasting the manners and customs of the United States and his native land, he has put into writing a few of his impressions. His book is the outcome of wide experience and shrewd observation; and it offers food for many Western smiles (some of them a little wry, perhaps), and for plenty of hard thinking on the part of intelligent white men in England and her Colonies, as well as America. Dr. Wu Ting-fang is a scholar equally at home in several languages besides his own; therefore his book contains none of that weird "pidgin" which adds materially to the attraction of the critical comments of less educated Celestials concerned to give us their opinions of the people of Europe and those States.

There is no lack, however, of quaint touches and curious turns of phrase; and as one reads he may in imagination hear more than once the characteristic chuckle of the wily Chinese and see the narrow knowing eye of the Oriental sparkling significantly over some sly dig at the upstart West.

"America and the Americans" (which is "England and the English" too), from a Chinese Point of View, is a subtle volume; but here and there it emerges into a delightful and engaging frankness.

The Chinese as Sportsmen.

Appropos Anglo-American sportsmanship, for instance, Dr. Wu Ting-fang tells us that the Chinese would never prohibit us, as we prohibit them, from the

## TELEGRAMS.

### THE IRISH QUESTION.

#### HOPEFUL OUTLOOK.

(Reuter's Service To "The Telegraph.")

London, Received July 16.  
Sir Edward Carson's sudden recall to London, together with the fact that Mr. Birrell is visiting Dublin, is regarded as significant. The Irish outlook to-day is supposed to be more hopeful. In the House of Commons, Mr. Asquith announced that the Government is anxious that the Home Rule (Amending) Bill shall be considered at the earliest practicable moment, and he would provisionally fix Monday for that purpose.

Mr. Bonar Law emphasised the point that it would be a real misfortune if there were any delay.

#### A Conference.

Later.  
Sir Edward Carson to-night conferred with the Unionist leaders.

### FRENCH PRESIDENT'S TOUR.

London, Received July 16.  
Reuter's Paris correspondent states that President Poincaré has left for Russia.

stands on certain racecourses, nor "think of assembling in thousands just to see a game played." He adds: "We are not modernised enough to care to spend half a day watching others play."

Developing this point, he proceeds neatly:

When we are tired of work we like to do our own playing. Our national game is the shuttlecock, which we toss from one to another over our shoulders, hitting the shuttlecock with the flat soles of the shoes we are wearing. Sometimes we hit with one part of the foot, sometimes with another, according to the rules of the game. This, like kite-flying, is a great amusement among men and boys. We have nothing corresponding to tennis and other Western ball games, nor, indeed, any game in which the opposite sexes join. Archery was a health giving exercise, of which modern ideas of war robbed us. The same baneful influence has caused the old-fashioned healthful gymnastic exercises with heavy weights to be discarded. Western sports have been introduced into some mission and other schools in China, but I much doubt if they will ever be really popular among my people.

China suffers, the Doctor admits however, "because her youths have never been trained to team work" in sport; and he would like to see the young Chinaman as keen as the young American on athletics, if he can become so without detriment to his mental and moral development. In the United States, he hints, the intellectual side of college life suffers occasionally by the students' concentration on excellence in sports.

Dr. Wu is strong on "amalgamation." He wants to amalgamate the White and the Yellow races; he is angry with the United States and Canada and Australia for their opposition to the Chinese immigrant. He quotes Mrs. Besant to the effect that climatic and other conditions are already yellowing the face of the Australian type. Even before the Australian is all yellow himself, his sentimental reasons for refusing admission to the Chinaman will have vanished, the Doctor seems to hope; and apparently he imagines that the economic difficulties in the United States and elsewhere might be got over by an International Conference or a National Congress, at which the

## TELEGRAMS.

### THE AUSTRIAN OUTRAGE

#### HUNGARY'S ATTITUDE.

(Reuter's Service To "The Telegraph.")

London, Received July 16.  
Reuter's correspondent at Budapest states that in the Chamber Count Tisza, replying to interpellations regarding Serbian connections with the Sarajevo crime, said Austro-Serbian relations must be cleared up, but as the question was still pending he could not state the method to be employed. The Government was conscious of the interests bound up in the maintenance of peace, but a State which did not regard war as the ultima ratio could not consider itself a State (Cheers).

## TELEGRAMS.

### PLURAL VOTING.

#### LORDS REJECT BILL.

London, Received July 16.  
The House of Lords has rejected the Plural Voting Bill by 119 votes to 49, for a second time under the Parliament Act.

Labour Unions, the Capitalists, the Chinaman, and the White Governments were all represented. There is no scientific or moral reason, he contends, against the mixing of Yellow and White races.

With doubtful authority, he insists that the offspring of Yellow-White unions "inherit the good points of both sides." The Eurasian boys at Queen's College, Hongkong, it seems, beat both Chinese and White boys.

"Not only in school, but in business also they have turned out well," he avers. "The richest man in Hongkong is a Eurasian."

#### Yellow v. White Morals.

In a quietly triumphant tone, Dr. Wu asks: "During the Russo Japanese War was it not the Yellow race that displayed the superior intelligence?"

As to the relative morality and culture of America, the British Colonies and China, he goes on candidly: "I am sometimes almost tempted to say that Asia will have to civilise the West over again."

Admiring the perfection of much American business organisation, this very astute and rather menacing Chinaman is hopeful that if (and when) China adopts the better features of Anglo-American life, she will not go on to adopt its excesses, and in part out of the mad devotion of the American man to the restless pursuit of dollars.

Towards this frenzy he is very contemptuous:—

"In China we have manners, we have arts, we have morals, and we have managed a fairly large society for thousands of years without the bitter class struggles that have marred the fair progress of the West. We have not enslaved our lives to wealth. We like luxury but we like other things better. We love life more than chasing imitations of life."

American politics, please Dr. Wu as little as they do most foreign investigators. To minimise their disturbing effect he makes the novel suggestion that the President should be elected for twice as long a term of office, and be called an "Emperor." In the United States most of the millionaires started as very poor men; and some of them had to do mental work to get a footing. In China, rich men put their boys to such labour, not from necessity, but that they may appreciate the

## TELEGRAMS.

### ROWING.

#### THE WINGFIELD SCULLS.

(Reuter's Service To "The Telegraph.")

London, Received July 16.  
In the Wingfield Sculls (Amateur Championship of the Thames) Tann beat Wise easily in 24 minutes, 39 seconds.

[Last year C.W. Wise (London Rowing Club) beat W.D. Kinnear (Kensington Rowing Club), who held the championship from 1910. The record time is 22 minutes 50 seconds, done by C.V. Fox in 1900.]

## TELEGRAMS.

### ESPIONAGE.

#### RUSSIAN ATTACHE INVOLVED.

London, Received July 15.  
The connection of the Russian Military Attache, M. Basaroff, (who yesterday left Berlin) with espionage is accepted unhesitatingly in Berlin.

value of money by having to earn it hard.

On Advertising.  
The Chinese business man knows nothing of the art of advertisement; the American knows all about it. Not the least wise passage in this strange book is its recognition of the importance of advertising in modern commerce. A business man who wishes to succeed, says the Chinaman truly, must advertise in the Press. He quotes the case of a well-known sanitary drink, which is a substitute for tea and coffee, whose proprietor, by judicious advertisement in all countries, has amassed a fortune of many millions, and is now spending over a million dollars per annum on publicity.

One of the brightest paragraphs in the Doctor's book sets out still another direction in which the American may find scope for his gift of hustling:—

"I, as a matter of fact, when thinking of their time-saving and abrupt manner of address, have been somewhat puzzled to account for that peculiar drawl of theirs. Very slowly and deliberately they enunciate each word and syllable, with long drawn emphasis, punctuating their sentences with pauses, some short and some long. It is almost an effort to follow a story of any length—the beginning often becomes cold before the end is reached."

"It seems to me that if Americans would speed up their speech after the fashion of their English cousins, who speak two or three times as quickly, they would save many minutes every day, and would find the habit not only more efficacious, but much more economical than many of their time saving machines and tunnels."

"I offer this suggestion to the American nation for what it is worth," says the Doctor modestly. It is worth a dollar a drawl—at least.

#### Southern Pacific Railroad Developments.

New York, June 17.—It is understood that negotiations are under way whereby the Southern Pacific Railroad will get trackage rights on some 200 miles of the Western Pacific and Atchafalpa road and similar rights over the Western Pacific from Stockton to Sacramento, which, it is estimated, would increase the latter's annual revenue by approximately \$300,000.

## TELEGRAMS.

### BISLEY.

#### THE HUMPHREY CUP.

(Reuter's Service To "The Telegraph.")

London, Received July 16.  
At Bisley, Oxford University won the Humphrey Cup (15 shots at 900, 1,000 and 1,100 yards) with a score of 906. Cambridge scored 822. [Last year Oxford won with a score of 766, Cambridge scoring 710.]

## TELEGRAMS.

### MR. A. CHAMBERLAIN.

#### TAKES HIS SEAT.

London, Received July 16.  
Mr. Austen Chamberlain took his seat in the House of Commons, for West Birmingham, amid general cheers.

## TELEGRAMS.

### HOME CRICKET.

London, Received July 16.  
Sussex beat Gloucestershire at Hastings by 364 runs. (Last year Sussex won by 470 runs). The Gentlemen beat The Players by 134 runs at Lord's.

## TELEGRAMS.

### THE HONGKONG MARU.

#### Sold to Osaka Shosen Kaisha.

The Japanese intermediate liner Hongkong Maru, for the past 17 years in the service of the Toyo Kisen Kaisha, has been sold to the Osaka Shosen Kaisha and will ply between Kobe and Formosa for her new owners. The transfer of the vessel took place at Kobe recently. The O.S.K., which operates a number of routes, has recently needed an additional vessel for its Kobe-Formosan route.

Since her withdrawal from the South American run of the T. K. K. less than a year ago, says the Cablenews, the Hongkong Maru was once again placed on the San Francisco-Orient service and has made a number of visits to Manila during the past 10 months.

This change leaves the T. K. K. with but four vessels on the San Francisco-Orient route, the three big turbine liners, Shinyo, Chiyo and Tanyo Maru and the Nippon Maru; the latter about the same size as the Hongkong Maru. The Osaka Shosen Kaisha line runs a number of freighters from Tacoma to the Orient, making Manila a port of call. Among this line's vessels calling here are the Tacoma, Seattle and Chicago Maru.

As a result of her excellence in speed, the Hongkong Maru was converted into a cruiser during the Russo-Japanese war and served notably in defending the North Japan sea and Hokkaido, and captured many a ship which attempted to secretly import contraband of war to the Russian Vladivostok fleet and troops. After peace was restored, she was put on the T. K. K. South American route for about two years until quite recently when the liners Kiyo and Anyo were completed and placed on this route. She was subsequently released and again returned to her former San Francisco-Hongkong line. This fact, however, seems to have somewhat disturbed the well-balanced schedule which was in so smooth and harmonious operation for the T. K. K. trans-Pacific fleet, though all liners have been enjoying an ample share of the frequent large lists of passengers and freight.

The T. K. K. office has now de-

## TELEGRAMS.

### MEXICAN AFFAIRS.

#### HUERTA'S DEPARTURE.

(Reuter's Service To "The Telegraph.")

London, Received July 15.  
Reuter's correspondent at Mexico City states that President Huerta's family, relatives and friends have left for Vera Cruz, being escorted by military trains. It is believed that President Huerta and others will leave tomorrow.

#### Later.

It is officially announced that President Huerta resigns to-day. He will be succeeded by Senor Carbajal. All the members of the Cabinet have resigned.

## TELEGRAMS.

### THE SUFFRAGISTS.

#### CABINET MINISTER ATTACKED.

London, Received July 15.  
Two suffragists with dogwhips attacked Mr. McKinnon Wood, Secretary for Scotland, as he was leaving his residence. They were arrested.

## TELEGRAMS.

### THE SUFFRAGISTS.

#### CABINET MINISTER ATTACKED.

London, Received July 15.  
Two suffragists with dogwhips attacked Mr. McKinnon Wood, Secretary for Scotland, as he was leaving his residence. They were arrested.

## TELEGRAMS.

### HONGKONG VOLUNTEERS.

Corps Orders issued by Lieut. Col. A. Chapman, V.D., state:—  
The Maxim Class for Officers will be held on Monday, 20th instant.

Joined:—The undermentioned members having joined the Corps are allotted Corps numbers and posted as follows:—Gr. W. Fraser to No. 2 Section Artillery Battery, Pte. R. F. Hall to Scouts Company, Pte. G. B. Layton to Scouts Company, Pte. A. Keith to Scouts Company.

Resigned: Pte. J. O. G. Ferguson is permitted to resign, dated July 9.

#### Water too Warm.

Two submarine boats, when on their way to Australia, a few weeks ago ran into port at Tandon Priok, but they only stayed till the next evening. The reason for this hurried departure is said to be that the seawater was too warm, and the men could not bear the heat. This is a circumstance, says the Gazette de Holland, which the Dutch East Indian Government will have to take into serious consideration by and by.

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

Sir Edward Carson has conferred with the Unionist leaders.

At cricket, the Gentlemen beat the Players.

Oxford won the Humphrey Cup at Bisley.

Tann beat Wise in the Wingfield Sculls.

Mr. Austen Chamberlain has taken his seat in Parliament as member for West Birmingham.

It is believed that President Huerta will leave Mexico City to-day.

Two suffragists attacked with dogwhips Mr. McKinnon Wood as he was leaving his residence.

The probable starters, jockeys and weights for the Eclipse Stakes are given in a telegram.

The Chinese charged with the murder of Mrs. Neumann have been handed over to the Shanghai City authorities.

The recall of Sir Edward Carson and the visit of Mr. Birrell to Dublin are regarded as significant incidents.

Monday has been provisionally fixed by the Government for consideration of the Home Rule (Amending) Bill.

The connection of the Russian Military Attache with the recent espionage is accepted unhesitatingly in Berlin.

#### NEWS.

Hongkong volunteer orders are given in this issue.

General news and Home news appear on page 3 of this issue.

The Langkat output for yesterday was 187 tons.

Commercial news will be found to-day on page 9.

"Our Contemporaries" appears on page 2 to-day and log book on page 6.

The donations to the West River Flood relief fund now amount to over \$100,000.

The water polo league match between the V.R.O. "A" team and the D.O.L. ended in a goalless draw last evening.

Ibrahim, of the 120th Baluchistan Regiment, who murdered Subadar Ali Shaba, at the Shamien, was executed at Victoria Gaol this morning.

The full Court of Appeal is considering the appeal of the defendant in the case of the Great Western Smelting and Refining Co. v. F. P. Marques of Macao.

#### DON'T FORGET.

#### TO-DAY.

Bijou Theatre 9.15 p.m.

Victoria Theatre 9.15 p.m.

#### TO-MORROW.

Bijou Theatre 9.15 p.m.

Victoria Theatre 9.15 p.m.

Bandmann Opera Co. Theatre Royal—9.15 p.m.

Saturday July 18.

Third Gymkhana Meeting.

Sale of portion of tailor's stock in trade—G.P. Lammet's Sales Rooms—11 a.m.

Wednesday July 23.

Meeting of Metal Importers at Secretary's Office, H.K. Chamber of Commerce.

Thursday July 23.

General Meeting Association of Portuguese de Socorro Matos.

Monday July 27.

Meeting H.K. Central Estates Ltd.—noon.

Tuesday July 28.

Lady May "at home," Mountain Lodge.

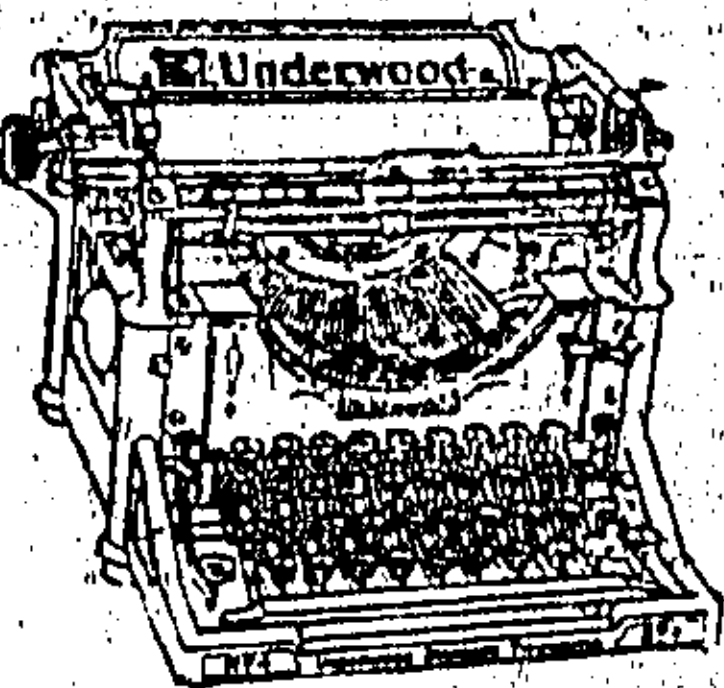


NOTICES

UNDERWOOD TYPEWRITERS.

THE BEST AND MOST DURABLE IN THE MARKET.

THE CHEAPEST BECAUSE IT LASTS THE LONGEST



INSPECTION INVITED.

DODWELL & CO., LTD.  
MACHINERY DEPARTMENT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LTD.  
CONTRACTORS TO HIS MAJESTY'S NAVY.

DODWELL & CO., LTD.  
General Managers.  
Telephone No. 41.

THE STANDAR LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—  
Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death and Numerous Options at the Age of 25.  
Write for Pamphlet and Full Particulars to  
DODWELL & CO., LTD., Agents.

ASTHMA

CAN Be Cured.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this ever-incurable malady.  
Obtainable at Messrs. A. S. WATSON & Co., Ltd. and all Chemists and Patent Medicine Vendors.  
Price \$2.50 per bottle.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.  
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.  
General Managers.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan. 1912.

WING KEE & CO.

47-49, Connaught Rd.  
SHIP CHANDLERS

PROVISION & COAL  
MERCHANTS

Hongkong, 3rd October, 1913.

NOTICES

Cars on Hire at Reasonable Rates. Prompt Service.  
JUST ARRIVED.



NEW MODELS  
HUDSONS  
AND  
OVERLAND  
ALSO  
MOTOR CYCLE.  
BRITISH MADE FROM THE  
OLYMPIA EXHIBITION  
CALL AND INSPECT THESE NEW ARRIVALS.

Des Vaux Road  
DRAGON CYCLE DEPOT TEL. NO. 482

WE "EXPRESS" TO ANY ADDRESS.

We Clear, Ship, Pack, Carry.  
Transport, Store, Insure.

WE FORWARD TO ALL PARTS OF THE WORLD.

HONGKONG PARCEL, EXPRESS & STORAGE CO.

Telephone 1208.

2, Duddell Street.

HOTELS.

THE HONGKONG HOTEL  
AND  
GRILL ROOM.

Hongkong, July 14, 1914.

J. H. TAGGART,  
Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

THE COOLEST PLACE IN TOWN.  
REAL COLD ICED DRINKS.

THE GRAND HOTEL ORCHESTRA WILL PLAY SELECTIONS DURING Tiffin and Dinner and at intervals during the day.

SPECIAL MONTHLY TERMS TO RESIDENTS.

Phone No. 197.

Tel. Address "COMFORT"

F. REICHMANN,  
PROPRIETOR.

KING EDWARD

CENTRAL LOCATION.

All Electric Trams Pass Entrance.  
One Minute's Walk from Ferry. Telephones on All Floors.  
Electric Lifts, Fans and Lighting.  
European Baths and Sanitary Fittings.  
Hot and Cold Water System Throughout.  
Best of Food and Service.  
Hotel Launch meets all Steamers.  
R. H. NORTH, Manager  
Telegraphic Address: "VICTORIA" Tel. 373

THE CARLTON HOTEL.

PERFECT SANITATION

High Class Accommodation for Families at Moderate Prices; Those desiring Economy combined with Comfort, Quiet and a Most Refined Home, Free from Household Annoyances, should inspect these Residential Quarters.  
Luxuriously furnished Lounge, Drawing, Reading & Writing Rooms.  
Under Personal Management of  
O. E. OWEN, Proprietor.

Try Our 1st Grade Guaranteed Australian Butter. Absolutely the Best Imported—75 cts. per lb. Coffee 70 cts. per lb. For the Best Cakes, Scones, Bread, Coffee, Meals a la Carte and Table d'Hote. Afternoon Teas, Ices, Milk and Cold Minerals. Only at

THE ALEXANDRA CAFE.

Grand Hotel de l'Europe, Singapore.  
BEST SITUATED HOTEL IN TOWN.

EVERY ROOM HAS A BATH-ROOM, DRESSING ROOM ATTACHED.

MOST UP TO DATE SANITARY ARRANGEMENTS.

Under the New Management of

F. P. BAUR, late SAVOY HOTEL, LONDON.

NEW MACAO HOTEL.  
PRAYA GRANDE, MACAO.

The above Hotel will be opened on August 1st, 1914, under new proprietorship and European Management. The Hotel now offers for Residents and Tourists excellent accommodation. Large dining room facing the sea. It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect. Large and airy rooms, excellent sanitary arrangements, Hot and Cold Baths, electric light and fans. Private and Public Bar and Billiards. Terms Moderate. For further information apply to Tel. Add. "Phoenix."

HOTEL CRAIGIEBURN.

PLUNKET'S GAP

The Peak.

Near the Tram Terminus.

Tel. 59

For Terms apply to the

MANAGER

MEE CHEUNG.

ART PHOTOGRAPHER  
HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.

NOTICES

DIESEL ENGINES.

DIESEL ENGINES, STATIONARY AS WELL AS MARINE, IN ALL SIZES UP TO 2000 H.P. FROM THE WELL KNOWN SWEDISH DIESEL FACTORY IN STOCKHOLM. MOST ECONOMICAL ENGINE IN THE WORLD; MADE OF UNSURPASSABLE MATERIAL.

THE HEXA CRUDE OIL MOTOR, SMALL, COMPACT AND VERY SIMPLE TO OPERATE. NO TRAINED ENGINEER NECESSARY. ECONOMY IN THE OPERATION OF THIS ENGINE IS FURTHER MANIFEST BY THE VERY LOW FUEL CONSUMPTION AND THE USE OF THE CHEAPEST FUEL OIL. VARIOUS SIZES IN STOCK.

FOR PARTICULARS APPLY TO

A.B. THE SWEDISH TRADING CO.  
IN CHINA, LTD.

YORK BUILDING (TOP FLOOR)

OUR CONTEMPORARIES.

South China Morning Post.

Hongkong's Filthy Alleyways.  
What is really wanted is daily supervision of the cleansing of all alleyways, private as well as public, by the Government; the cost of same, in the case of private ownership being established, being charged against adjoining properties, the Sanitary staff being also empowered to arrest coolies who are caught in the act of disturbing garbage and to prosecute by summons any tenant who may be found carelessly dumping rubbish not enclosed in sanitary dust-bins for removal in the ordinary course by the Government scavengers. The President of the Board pointed out many difficulties, but it is within the power of the Government to sanction a drastic policy for a time until responsible persons are made to realise that it pays to be clean. The conditions are so appalling at times that the wonder is the Government takes no action.

China Mail.

The Oil Age.

But the coal markets of the chief countries for coal production, Great Britain, the United States and Germany are dependent before everything on the state of the world's business market. For this reason, to-day, it cannot be called very satisfactory. Certainly, it cannot be gained that the increased output, and use of oil for fuel purposes exercises a certain influence on the consumption of coal and therefore also on the price of this commodity. In this respect the coal mining industry suffers somewhat in consequence of the oil consumption as also because of the increased use of hydraulic power installations. But as the consumption of coal shows a regular increase year after year, these losses hardly make themselves felt. The coal mining industry, or rather the anthracite coal mines will be seriously menaced only when it will have become possible to produce oil from lignites, peat and so on, and this on a commercially practicable basis. This, however, is still far afield, and it can safely be left to the coming generation to discuss the problem, whether the oil output from natural deposits or from such substances as lignites and peat constitutes a serious danger to coal mining.

Daily Press.

The Japanese Naval Scandals.  
Now the Civil Court has passed sentence on the 10 rōgers concerned, namely: Victor Hergman, Director of Siemens-Schuckert & Co., who was charged with the destruction of evidence, bribery and offering of bribes; Andrew M. Pooley, until recently Reuter's Correspondent in Tokyo, who was charged with the purchase of stolen documents and with blackmail; and George Blundell, formerly Reuter's Agent in Japan, who was arraigned on charges similar to those preferred against Mr. Pooley. It is the practice in the Japanese Courts for the Judges to place on record the reasons for their findings, and until this statement is available any criticism of the sentences must be made with some reserve. But looking at the charges themselves and at the sentences passed upon the accused, the conclusion is irresistible that the purchase of stolen documents by a correspondent of a news agency, and the threat this implied of exposure of the corruption of which these documents afforded evidence, is an offence in the eyes of Japanese law twice as grievous as bribery itself.

YOU WANT A MOTOR CAR?

ALL RIGHT.

PHONE 1036

THE EXILE GARAGE.

33-35 DES VOEUX ROAD.

Where You will get Expert Service and every Satisfaction.

PHONE 1263  
RAMSEY & CO. No. 1683

12, FORTINER STREET, HONGKONG.

TYPEWRITER TIPS.

YOUR TYPIST IS AN EXCELLENT TYPIST, BUT HE IS NOT A MECHANIC. DO NOT EXPECT HIM TO KEEP HIS MACHINE ALWAYS IN FIRST CLASS CONDITION. LET US DO IT FOR YOU AND SO INCREASE UTILITY IN YOUR OFFICE. PHONE US. WE DO THE NEEDFUL TO YOUR ENTIRE SATISFACTION!!!

TYPEWRITER SPECIALISTS

Everything for the Typewriter, including experience; Typewriter Bureau; Typing Undertaken, Reasonable Rates. FIDELITY ASSURED!!!  
Typewriters Bought, Sold, Exchanged and on Hire.  
Ribbons for all Machines 25% Reduction.  
OUR PRICE.....\$1.50.  
Small Machinery of all Kinds Cleaned.



LAW & Shudebaker  
SONS  
No. 2 Duddell St.  
Sole Agents.



## GENERAL NEWS.

**Boy Tram Conductors.**  
Boy conductors will be placed on some of the London municipal trams as an experiment. Much opposition was expected from the union to which the carmen belong, but when it was explained that the boys would only assist the regular conductors and that as far as possible they would be selected from the families of street car employees, no protest was raised. It is almost impossible for the conductor of a double deck tram to collect fares and watch his stops without neglecting one or the other and the boy assistants will be expected to relieve the regular conductor of part of his duties. The boys will be tried out on the Tooting Street line which runs to Greenwich, one of the most thickly populated districts of London.

The New Chinese Minister to Britain.  
Mr. Alfred Zee, who, as already stated in the *Telegraph*, has been nominated Chinese Minister in London, is one of the most brilliant and gifted among the younger Chinese statesmen. He speaks English perfectly, and has a wide reputation for courtesy and uprightness.

**Mecklenburg Invade Eastbourne.**  
Large shoals of mackerel came in-shore at Eastbourne recently and 3,700 were brought on to the beach in one draw of the net.

**Grand Duke's Adventure.**  
The *Journal des Debats* prints a Berlin telegram reporting an alarming experience of the Grand Duke of Oldenburg. His Royal Highness was motoring in company with his daughters, when their car was struck by a bullet. Happily none of the occupants was struck. It is thought that the affair was an accident rather than an outrage, and that the bullet was a stray one.

**Cost of Electric Power in Japan.**  
The Japanese Department of Communications has made investigations into the rates charged by various electric works for supplying electricity for motive power, and found that the charges for one horse power per month were as follows:—Day time current, water power electricity, highest Y.15 and lowest Y.3.50; steam power current electricity, highest Y.18 and lowest Y.5. Night time current, water power electricity, highest Y.18 and lowest Y.4; steam power electricity highest Y.16 and lowest Y.7. Day and night current, water power electricity, highest Y.21.50 and lowest Y.8; steam power electricity, highest Y.28 and lowest Y.10.

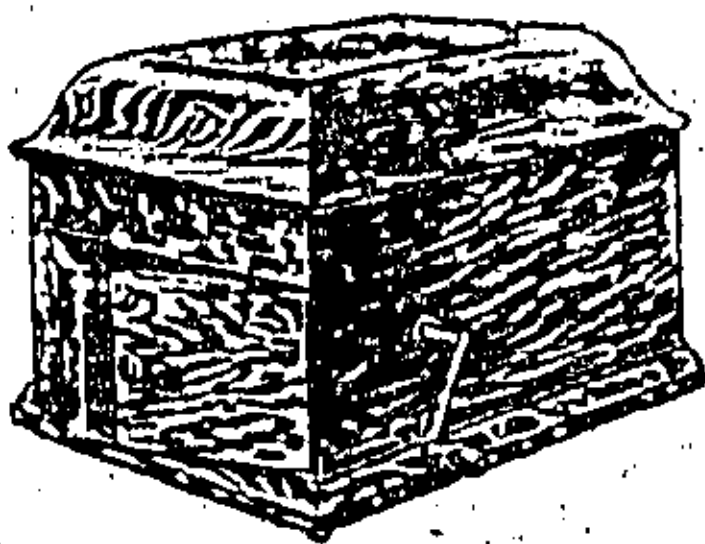
**Lightning Risks.**  
In view of the prevalence of thunderstorms at the moment, says the *Globe*, it is advisable that people should understand the nature of the risk of being struck by lightning. The electric fluid has a very varying affinity for different trees. M. Camille Flammarion, the famous French Scientist, once investigated the proportion of trees struck in France during recent years, and his figures show that the lime is the safest and oak the most dangerous tree under which to stand in a thunderstorm. During the period covered by M. Flammarion's inquiry only two limes were struck, six oaks, and the same number of ash and beech trees. After that came seven willows, ten firs, eleven walnuts, fourteen elms, twenty-four poplars, and fifty-four oaks. In view of these statistics it is curious that most of the people killed in last Sunday's disastrous storm appear to have sheltered beneath lime trees.

**The King's Stamps.**  
His Majesty's keen interest in philately is further attested to by his intention to exhibit at the forthcoming stamp exhibition at Cassel. The King's collection of British and Colonial stamps is one of the most representative in existence, and whenever he has exhibited portions the display has aroused great interest. The first occasion on which any part of the Royal collection was shown was in 1897 at the London Philatelic Society's exhibition, and in 1906 the Prince of Wales, as he then was, obtained three medals for his fine display. Since then further portions of the Royal collection have frequently been shown, the stamps of a different country being displayed on each occasion—*Globe*.

## NOTICE

## THE VICTOR VICTROLA

BRINGS TO YOU AN INFINITE VARIETY OF ENTERTAINMENT



CALL IN AND WE WILL GLADLY DEMONSTRATE THE

VICTOR-VICTROLA TO YOU.

EXCLUSIVE DISTRIBUTORS

MOUTRIE'S.

## HOME NEWS.

INTERESTING SUMMARY FROM LONDON AND PROVINCES.

Spiritualistic Lawyer Struck off the Rolls.

John Weaver Burnard, an Islington solicitor, has been struck off the roll of solicitors of the Supreme Court, the Law Society's committee having found (1) that although between April 1912 and May 1913 he received from a client—a widow at Plymouth—sums amounting to £250 on condition of his acting as her solicitor in certain proceedings, he had taken no steps in regard to the proceedings, and had not accounted for the money; (2) that he had improperly advised her to dispose of her life interest in certain funds and to place the proceeds and her other property solely in his charge. The respondent's defence was that he was earnestly interested in the study of spiritualism and that it was because he was a spiritualist that the complainant had consulted him about her affairs. Apart from a retaining fee of a hundred guineas he maintained that the sums were paid to him as the complainant's "secretary and confidential adviser on psychic and other matters." The explanation was not accepted.

**Remarkable Hailstones.**  
Regarding the severe storm which broke over London last month, to which allusion was made in Saturday's *Telegraph*, we learn that, at Dulwich, many of the hailstones were "like large acid tablets," about an inch long, half an inch broad, and over a quarter of an inch thick. Mr. Marriott, of the Meteorological Society, who reports the fact, further states that a minute or two after these hailstones had fallen, a mist rose to a height of about four feet above the ground. A gentleman living at Beckenham claims to have counted on his lawn 120 hailstones to the square foot, the larger ones being from 1.3 to 1.4 inches in diameter.

Evils of Marriages "off the Strength."

The report of an enquiry conducted by Mrs. Tennant into the conditions of marriages "off the strength" in the army has been published as a Parliamentary White Paper.

Mrs. Tennant discovers that the present conditions "bear hardly upon many," and encourage improvident marriages. She recommends increase of the married roll to include all sergeants permitted to serve beyond 12 years, and fifty per cent. of the remainder. She finds that the limitations of the married establishment force men eligible for marriage either to abandon the army or else to expose their wives to "the poverty, discomfort and distress almost universally inseparable from marriages off the strength." Regiments with battalions abroad suffer peculiarly, she adds.

In order to decrease these marriages, Mrs. Tennant recommends, among other things, a

prohibition of the practice of permitting men married off the strength to take rations home, (believing that "its abandonment would do more than anything else to check the improvident") and also the restriction of sleeping-out passes.

The Rani of Sarawak and the Militants.

The Rani of Sarawak (Lady Brooke), who is now in England on holiday, made a remarkable statement the other day at an At Home of the "New Constitutional Society for Women Suffrage," said Her Highness, though she would not give unqualified approval of the actions of "these noble-hearted women," the militant suffragettes, she thought their example was an incentive to the members of the Constitutional Society to be up and doing something every day for the "great cause which they had at heart."

The body of Commander Rice, who lost his life in the sea-plane accident in Southampton Water on June 4, was washed ashore at Woodside, Wootton, on June 16, and identified.

**The Government Oil Scheme.**  
As stated in the *Telegraph* of that date, on June 18, in the course of a speech in the House on the Government's contract with the Anglo-Persian Oil Company, Mr. Churchill explained how the money would be found for taking up the £2,000,000 in shares and the £199,000 in debentures. He stated that it would be issued out of the Consolidated Fund without requiring either extra taxation or a loan, or even a supplementary estimate.

It appears that the sum of £2,250,000 is available, representing the £1,500,000 saved in 1912-13, by the under spending on the Navy, together with the £750,000 of surplus at the end of the last financial year. The whole of this will not, however, be requisitioned at once; the capital to be invested in the Company will be allocated in instalments and £1,000,000 will, in the first place, be devoted immediately to taking up sufficient shares to give the Government its qualification for voting and appointing the two ex officio directors.

**New Port of London Loan.**  
It is stated that underwriting arrangements have been completed for an issue, at an early date, of £100,000 of Port of London Four per cent. Inscribed Stock, free of stamp duty. The price of issue is 95 and the last instalment will fall due at the end of September. Interest will be paid on January 1 and July 1, and the first payment, representing a full half-year's interest, will be made on January 1, 1915.

The stock will be redeemed at par on July 1, 1920 or, at the option of the Port of London Authority, on, or at any time after, July 1, 1940. The stock is similar to that issued in December.

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

Prepaid Advertisements  
ONE CENT PER WORD  
FOR EACH INSERTION

## TO LET.

No. 19, Shelley Street.  
55 ELGIN TERRACE, newly painted and colourwashed.  
No. 7 Stewart Terrace, thoroughly renovated and in good order.  
Rooms in Queen's Road Central.  
No. 9 Beaconsfield Arcade, Shop.

## FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.  
Apply to  
LINSTED & DAVIS,  
3rd Floor, Alexandra Building.  
Hongkong, 2nd Oct., 1913 [211]

TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached, Nathan Rd. Kowloon. Kowloon Marine Lot No. 48 with Wharf.  
Flat in Nathan Rd. Kowloon Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.  
Alexandra Buildings

TO LET.—"LA HACIENDA E." No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET.—Part of First Floor of No. 25, Des Voeux Road Central. Immediate Possession. Also Motor Boat for sale. Apply—  
—DRAGON CYCLE Co.

TO LET.—BOARD and LODGING for Single Gentlemen; three minutes from Ferry, terms moderate.—Apply Mrs. EDWARD JACOBS, 17, Ashley Road, Kowloon.  
Hongkong, 2nd July, 1914. [121]

TO LET.—Office 2nd Floor No. 14 Pedder Street. For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO LET.—Queen's Building—the South West portion of the first floor, including Treasury on Ground floor, lately in occupation of the German Bank. Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

The Next C. P. R. Boat.  
The Canadian Pacific Railway Company, it is understood, has been making certain inquiries which suggest that they contemplate placing on the Clyde the contract for a new steamer to take the place in their Atlantic service of the *Empress of Ireland*.

**NOTICE.**  
*Apollinaris*  
THE QUEEN OF TABLE WATERS.

THE SAFE AND SATISFYING DRINK. ABSOLUTELY PURE.

**Ford**  
THE UNIVERSAL CAR

There's nothing small about the Ford—except its purchase price and cost to keep. In number of cars, in worldwide use, in quality of service to owners, and in its daily performance it is the biggest car in the world. 530,000 users will testify to these facts.

6. Seater, fully equipped, \$1,000 Hongkong Currency.  
ALEX. ROSS & Co.,  
Sole Agents,  
4, DES VOEUX ROAD CENTRAL.  
Tel. 27.

**QUEEN'S DISPENSARY**  
IS THE DISPENSARY THAT IS ALWAYS AT YOUR SERVICE.

**PRICKLY HEAT POWDER.**

A little dusted on the skin and gently massaged in will speedily cure Prickly Heat, remove Sunburn and the offensive odour due to excessive perspiration.

Large Tin Cents 60.  
CURE FOR  
**PRICKLY HEAT AND SUNBURN.**

## NOTICES.

## LANE, CRAWFORD &amp; CO.

## NOVELTIES IN

Fancy	DUCHESS SETS	Embroidered
Cushion	AND	Crash
Cases	TABLE CENTRES.	Covers

MODERATE PRICES. ALL WASHABLE.

## LANE, CRAWFORD &amp; Co.

## THE MEDICAL HALL

Deutsche Apotheke. :: Pharmacie Internationale.

## IF YOU ARE TOO STOUT

TRY OUR

## REDUCING TABLETS.

A Harmless Remedy for Obesity and Excessive Corpulency.

BOXES OF 50 TABLETS \$1.40.

## KEEP COOL

WHY SWELTER IN THE HEAT?

**FREEZOR**

**BUY FANS**

**THE GENERAL ELECTRIC CO. OF CHINA LIMITED.**

Telephone: 519. 1ST FLOOR, 16, DES VOEUX RD.  
HEAD OFFICE 7, Jinkee Rd., SHANGHAI. HONGKONG.

**SINCON & CO.**  
Established A. D. 1880.  
IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, King Long Street, (2nd Street west of Central Market) Telephone No. 515.

**AMERICAN DENTISTRY**  
PORCELAIN FILLINGS.  
The Latest Improvements toward Lasting Workmanship and Painless Operations. No charge for examinations. Fees moderate. Diploma. Tokio.  
**Dr. T. YAMASAKI.**  
34, Queen's Road Central (Corner of Flower Street).  
Telephone 1392.

**MILKMAID**  
**RICH THICK**  
**CREAM.**



# A. S. WATSON & CO., LTD.

ESTABLISHED 75 YEARS.

CHEMISTS, DRUGGISTS AND PERFUMERS,  
By Appointment to His Excellency the Governor or

WATSON'S

PURE CARBOLIC SOAPS.

Highly recommended by the Medical Profession.  
For the BATH and TOILET, in three strengths: Strong Medical,  
Medium and Toilet.

WATSON'S

PRICKLY HEAT LOTION.

An invaluable and most effective remedy. Immediately  
allays the irritation.

WATSON'S

YE OLDE ENGLISH LAVENDER WATER.

An exquisite Perfume. Put up in elegant Bottles, makes a delight-  
ful adjunct to the Toilet."WE LIKE YOUR LAVENDER WATER BETTER THAN ANY  
OTHER WE HAVE BEEN ABLE TO GET IN ENGLAND. (Recent  
Testimonial)"

## NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will  
be as follows:—  
Daily issue—\$36 per annum.  
Weekly issue—\$13 per annum.The rates per quarter and per month, proportional. Subscriptions  
for any period less than one month will be charged as for a  
full month.The daily issue is delivered free when the address is accessible to  
the messenger. Peak subscribers can have their copies delivered at  
their residences without any extra charge. On copies sent by  
post an additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the world is \$1.00  
per quarter.Single Copies, Daily, ten cents. Weekly, twenty-five cents (for  
cash only).  
Advertisements and Subscriptions which are not ordered for a fixed  
period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered  
to subscribers by, the Dairy Farm Company, Ltd., Shiamcen,  
Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth  
and print the news without fear or favour.

情物無非確真皆事聞要訪探大正論官曾宗報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

## The Hongkong Telegraph.

HONGKONG, THURSDAY, JULY 16, 1914.

## LIFE IN THE SANITARY BOARD.

For once in a way the Sanitary Board was in an active—almost a truculent—mood on Tuesday. The charge is often made against it that it is a moribund body, and the unkind suggestion has more than once been made that it might as well close its doors and give up business for all the useful work it does. On Tuesday, however, some of the members took off the gloves and hit out straight and clean at certain matters which they believed greatly wanted attention. "Disgusting condition" and "a scandalous breach of the Law" were amongst the phrases which were thrown about, and they indicate that the discussion was not conducted along the mildest of lines.

Mr. Goldring drew attention to the condition of certain alleys in the centre of the town and did not hesitate to describe their condition as absolutely disgusting. No one who has passed through the lanes in question will deny that the terms employed, in reference to this matter, both by Mr. Goldring and the Hon. Mr. Hewett, were abundantly justified. The wonder is that the matter has been permitted to go so long unchallenged. The President, of course, pointed to the difficulties which had to be encountered with respect to these and other alleys. We say "of course," because it seems the proper thing in most official circles in Hongkong, when anything new is recommended, to discover at once that it will entail a deal of difficulty or labour or expense. The public has begun to expect these plaintive excuses and it is seldom disappointed.

In one case, said the President, in order to get a prosecution, they had to have an inspector, also a uniformed foreman, who was employed at \$30 a month, to watch a case of dumping for three days; and that was a tremendous waste of time. We do not see that the waste was so tremendous in face of the fact that one successful prosecution means that many people are deterred from dumping. And even if the waste of time is tremendous it is surely justified where the danger to public health, through filthy alleys, is even more tremendous. It is hardly necessary to say much regarding Mr. Hewett's minute, which came later in the afternoon. Somebody, on whom the responsibility has yet to be fixed, has been using water drawn from the mains and not "from the existing well" as a closet water supply. He was righteously indignant over this and carried the Board with him when he recommended that the matter should be forwarded to the Attorney-General to take action. Tuesday's meeting, take it all in all, showed that there is a deal more life in the Sanitary Board than had been supposed by most people. It is to be hoped that it will continue active in well-doing.

## Road Preservation.

More than once of late have we referred to the condition of some of the roads in Kowloon. We return to the subject because the heavy rains of the past few days have given point to the reasonableness of our suggestion that, wherever possible, the thoroughfares should be tar-sprayed. Nathan Road has in some parts been treated from pavement to pavement in this way, and where this is so, the surface has been absolutely unaffected by the rains. From the junction of Hai-phong Road onwards towards Yau-mati, however, only the centre has been sprayed, and on either side the road is in a dreadful state. All the binding material is washed away and numerous big fissures have been cut by the flowing waters. It is high time to tar-spray the whole road. And, while on the point, much expense might be saved if the new, wide roadway leading from the ferry wharf were to be immediately so-treated, before it has a chance of being seriously damaged.

## Drink in Summer.

Some valuable advice is, we notice, being given in the form of a memorandum issued by the Health Officer at Shanghai for the prevention of those diseases which by means of public sanitation and by careful individual living are preventable. There is scarcely a point which is left untouched, even down to the question of kitchen supervision. There is one bit of advice, however, which will most likely be more honoured in the breach than in the observance. It is "Do not consume alcoholic drinks during the hot weather." So, if the official mind has its way, Shanghai will be a Teetotalers' Settlement in the summer-time. But we imagine it won't have its way, all the same. We are, of course, judging from conditions in Hongkong, which are pretty much the same as in the Northern port. We know of some folk here who, if the whole body of Officialdom preached total abstinence, and even went the extreme length of practising what they preached, would still continue to call for their whisky-soda.

## The Rate War Over.

The steamship companies' rate war, by which Chinese passengers to Canton gained greatly, is over. It was suicidal from the start, as is every rate cutting war of the kind. However it may be conducted it is bound to be disastrous for the companies concerned. Passengers cannot be carried for next to nothing and money still be made. Even though passengers are attracted in larger numbers than ever before, the popularity thus secured is largely fictitious and is anything but permanent. Indeed, for some time after the rates again go to normal the public is disposed to find that it has been rather hardly treated and that a return to the old fares is sheer robbery. All things considered, the companies concerned have done well in burying the hatchet and again fixing fares that shall allow of the steamers being run at a profit. It will probably be a long time before they again go to war with each other.

## A Nuisance and a Danger.

The common house fly has always been regarded as a nuisance, but it is now, apparently, being taken more seriously and accepted as a menace to public health. In America, of course, this has been recognised for a long time and everyone in that country knows that it is a duty to "swat that fly." But an anti-fly campaign in England is a new thing and is worth taking notice of. The county of Kent has set the example. The county medical officer of health asked all the sanitary authorities and school managers to co-operate in a grand battle. He explained that when the part played by flies in spreading disease, especially amongst infants, was fully understood, steps would be taken throughout the country to have the insect entirely eradicated. Well, London had its lesson during the hot summer of three years ago, when infantile mortality rose to extraordinary figures, but in some things English people take a deal of teaching. Set them in the tropics and they will reduce the mosquito to comparative harmlessness but at home they are content to neglect a danger that has been staring them in the face for years.

## DAY BY DAY.

THE SUPREME HAPPINESS OF  
LIFE IS THE CONVICTION OF BEING  
LOVED FOR YOURSELF, OR, MORE  
CORRECTLY, BEING LOVED IN  
SPITE OF YOURSELF.—Hugo.

## The Weather.

Lower level 8 a.m. Temp 84;  
dull.  
At the Peak 8 a.m. Temp 76;  
fog.

## The Mails.

English Mail.—Arrived per s.s.  
Devanha to-day.  
Canadian and Siberian Mails.—  
Due per s.s. Empress of  
India to-morrow.  
Siberian Mail.—Closes per s.s.  
Devanha to-day at 5 p.m.

## Count the Columns.

Yesterday the Telegraph  
published 35 columns of solid  
reading matter. To-day there  
will be 34 published.

## Clothing Stolen.

Someone entered the house  
of a clerk in Wing-lok street and  
stole clothing valued \$180.

## Forgot to Come Back.

A Chinese entrusted a \$10  
banknote and some five cent  
pieces to a man to get changed.  
The man has failed to return,  
say the police.

## Sent to Hospital.

A Chinese from Shaukiwan  
has been sent to the hospital suf-  
fering from a wound to the head,  
alleged to have been inflicted by a man  
who has cleared off.

## Missing Silk.

A cario dealer of 7, D'Aguiar  
Street has reported to the police  
that after a visit to his shop by  
three Chinese he missed a roll of  
silk, valued \$25.

## Junkmaster Fined.

Mr. Wood imposed a fine of  
\$500 on a junk master for being  
concerned in exporting thirteen  
and a half tons of Government  
prepared opium, at the Police  
Court, this afternoon.

## Appointed to Shanghai.

Mr. Llewellyn J. Hughes,  
formerly of the Chief Engineer's  
Office, Great Western Railway,  
Paddington, has left England for  
Shanghai, having been appointed  
assistant surveyor in the Public  
Works Department there.

## Business Bad.

In consequence of the floods in  
South China, there is at present  
practically no movement of goods  
into the interior from Hongkong,  
and Chinese business circles are  
badly feeling the resultant stagna-  
tion in trade. The money  
market is also easy in conse-  
quence.

## Ferry Shelter.

The promised shelter at the  
Ferry Wharf at Kowloon is soon  
to be erected. The necessary  
permit having been granted by  
the Government, tenders were  
called for and the contract has  
been let to a local firm. The  
work of casting the necessary  
iron columns has begun, and it is  
hoped that the actual work of  
erection will begin in two or  
three weeks' time. The shelter  
will not extend the whole length  
of the pier, but will be taken to a  
point opposite an approach from  
the new railway station to the  
pier which it is contemplated  
providing.

## LANGKAT OUTPUT.

The Langkat output for June  
was 8,663 tons and the average  
daily output was 288.76 tons.Messrs. Wright and Hornby  
advise us that the output for  
July is:—

1st July...	263 tons
2nd "	264 "
3rd "	249 "
4th "	220 "
5th "	219 "
6th "	228 "
7th "	258 "
8th "	244 "
9th "	218 "
10th "	208 "
11th "	181 "
12th "	201 "
13th "	207 "
14th "	263 "
15th "	187 "
Total to date	3,500 "
Daily average	233.3 "

## TRAFFIC IN HONGKONG.

Said to be the Worst  
Handled  
in the World.An Adequate Ordinance Not  
Enforced.

## [SPECIAL ARTICLE.]

"In no other city in the world is traffic so badly handled as in Hongkong," said a gentleman who should know what he is talking about to the writer the other day. I am not in a position either to subscribe to or to challenge an assertion so sweeping, but I can at least say that I hope that in no other city is traffic more badly handled. Even on the Bund at Canton traffic is under better control, for there it keeps to its own side of the road. Have a look at any part of Des Vaux Road or Queen's Road at any period of the day and see whether there is any rule observed for vehicles meeting or overtaking each other. The only vehicles which keep to their proper part of the road are the trams, and that for obvious reasons. But rickshas and trucks and the rest dance joyously about the street, passing as they may, occasionally blocking traffic and extricating themselves with many cries, and generally observing no rule except the rule of go-as-you-please.

## A General Rule.

The fundamental principle of traffic control is that fast traffic shall gravitate towards the middle of the road. There is no universal rule about keeping to the left or right is the rule in any city you can name—except Hongkong—the general rule is that slow traffic shall seek the sides of the road or street. In practice that is the only workable plan. In Hongkong the very opposite is the case, especially in Chinese parts of the city. The general rule is that, aside from tram cars, the centre of the principal streets is sacred to the very slowest of traffic—man-handled trucks. They stray of set purpose into the very centre of the road and deliberately seek the tram lines, because that makes easier pulling, to the constant upsetting, one would suppose, of the tram company's running schedule. Perhaps, however, it makes allowances for the hold-ups which are frequent, though we doubt it.

## Broken Laws.

Now, why should the public which uses the cars be put upon in this fashion? Why should the Tramway Company be humbugged and put to expense for no earthly reason? I say put to expense advisedly, because not once but many times have I noticed the edge of the tram rails broken by what were obviously wobbly-wheeled trucks. Now the Ordinance for the control of traffic covers these points. It provides for passing on the left, for slow traffic keeping to the edge of the road, for tyres being of a certain width, for wheels being true, for every evil in fact from which traffic in Hongkong suffers. There is hardly a single provision of that Ordinance which is not broken day and daily. Readers must have seen, time and again, coolies struggling to get a heavily loaded truck back upon the tram lines. So long as they are permitted unchallenged to use these lines, so long will trucks be overloaded. Force them off the lines and overloading will cease at once. Similarly with the other traffic evils; the Ordinance is adequate, if it were only enforced. Coolies must be taught the rule of the road, but who is to teach them? It would seem that the majority of the Police know little or nothing of the provisions of the Vehicles Ordinance, or, if they do know, they deliberately wink at it. They can have it whichever way best pleases them.

## TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 11.44 a.m. yesterday:—  
Cyclone or Typhoon—Pacific Ocean, about halfway between the Mariana Islands and Luzon, moving W.

ASSAULTED A  
CONSTABLE.Ricksha Coolie Rejects His  
Witnesses.

This morning at the Police Court, before Mr. C.D. Melbourne, a private ricksha coolie was charged with obstruction at the Kowloon Ferry wharf and also with assaulting an Indian constable.

It was stated that the coolie, when spoken to about the obstruction, assaulted the constable and it was only by the aid of one of the military police that the two were separated.

In defence, the coolie called another ricksha coolie whose evidence was unsatisfactory, in the eyes of the defendant, that he would call none of the others who had turned up to bear testimony on his behalf. One, however, jumped up in the body of the court and expressed a desire to give evidence but the defendant would not take advantage of his services.

The defendant was fined five dollars for assault and cautioned on the charge of obstruction.

## A DIP FOR THE MULES.

Unusual Sight in the A. S. C.  
Camber.

There was plenty of fun near the A. S. C. pier, this morning, when a number of military mules from Kowloon were brought over for a swim. The mules were hoisted in slings and lowered to within a few feet of the water in the camber and then dispatched with a splash.

The slinging of the mules was no easy matter, as the animals kicked out savagely as they were brought to the crane. The Indians in attendance had to take care of the flashing hoofs, or they would have felt the pain of their want of care. Once the mules were in the water, men in a boat led the animals to the ship-way, up which they passed to shore.

THE PORTSMOUTH  
COMMAND.

Sir Hedworth Meux's Successor.

There is no truth in the report that Admiral the Hon. Sir Hedworth Meux, formerly Commander-in-Chief of the China Station, is soon to vacate the post of Commander-in-Chief at Portsmouth. It seems to have originated in a port order of Admiral Sir Richard Poore at the Nore, from which it was erroneously supposed that Sir Richard was making the arrangements for the reception of the King during His Majesty's three days' visit from July 18 to 20.

In the ordinary course, Sir Hedworth Meux would remain in the Portsmouth command until July 30, 1915, when his three years' term expires. But on March 5 next a vacancy in the list of Admirals of the Fleet will be created by the retirement for age of Sir Gerard Noel, and Admiral Meux will by that time have reached the top of his list, as the present senior admiral, Sir Edmund Dore, must retire on September 11 on reaching the age of 65 years. It is unnecessary, therefore, that any change should take place at Portsmouth until March next, when Sir Hedworth Meux receives his promotion to the rank of Admiral of the Fleet. His successor, it is fairly well understood, is to be Admiral Sir George Callaghan, at present Commander-in-Chief of the Home Fleets, who will haul down his flag in that appointment on completing three years on December 5 next, when Vice-Admiral Sir John Jellicoe, now Second Sea Lord, will succeed him.—Times.

## One Wanderer Returned.

Sergt. Pitt prosecuted a Chinese this morning at the Police Court, for returning from banishment. The man, who was originally banished from the Colony for twenty years for larceny, was sentenced by Mr. Wood to six months' imprisonment. He was further warned that the next time he came back to the colony he would be whipped and put in the stocks.

## WATER POLO.

A Striking Struggle Between  
the Club and D.C.L.I.

The league match between the V.R.C. "A" team and the D.C.L.I. in the former's bath last evening proved most exciting. That it was a goalless draw is by no means indicative of the qualities of the game, though neither side was worth a goal lead over the other. To the whistle of Mr. F. Lammett the D.C.L.I. opened the game in a very spirited manner and Cooke and Finch were hard at it until the Club got into an equal stride with the soldiers, for whom Farmer at half back played a fine game. Both goals were visited in rapid succession and while the passing of the Club players was not so good as that of the soldiers, they were speedy enough to counterbalance that. At half time both keepers had been tested with severe shots but had come out scatheless, the score being 0-0.

Excitement ran very high in the second half, especially when Finch got off on an individual effort and wound up with a close shot. From the goal throw the Army outfield was bombarded with rapid shots until the soldiers got away and paid a like compliment to the Club. Both Ward and Forbes did well to keep their ends up.

Despite heroic endeavours to notch a point both teams failed and the score was left at time in the same condition as at the interval.

The teams were:—D.C.L.I.—Ward; Passmore and Baldwin; Farmer; Walls, Cussler and Smith. V.R.C.—Forbes; Barros and Carvalho; Finch; Ellis, Cooke and Pereira.

## THE PANAMA CANAL.

Regulations as to Ships'  
Measurements.

Col. George W. Goethals, Governor of the Panama Canal Zone, has issued a circular to shipowners warning them that vessels which use the new waterway must be provided with proper tonnage certificates. The circular says: "It is important that vessels which expect to use the Panama Canal should provide themselves with the proper tonnage certificate, based upon the rules laid down for Panama Canal measurement. The rules, regulations, and laws which govern this measurement vary from those for similar measurement on the Suez Canal and in the United States and foreign countries, and vessels require a remeasurement in order to conform to the Panama rules."

"The Collector of Customs at New York, the collectors in some of the other large cities of the United States, and certain properly designated officials abroad have been authorized to measure vessels under the Panama rules and issue the required certificate, and in order to avoid delay and measurement upon their arrival at the Canal, it is strongly recommended that all vessels provide themselves with the proper certificate before their arrival in Canal waters."

"In case a vessel has failed to provide herself with the proper tonnage certificate, it will be of great assistance and save time if she be provided with a full set of blue prints of her plans and a copy of the measurements which were made when she received her tonnage certificate, and also the tonnage certificate itself."

"Vessels which have the proper certificate will probably suffer no delay in transit, but those which are not so provided will be delayed until the proper measurements can be made."

"Foreign vessels may be measured not only in their home ports, but also in the port of New York, and probably in other large American ports, without any additional charge, but those desiring such measurement should give sufficient notice in advance and appoint a date when they will be empty so as to facilitate the measuring. Under any conditions the Canal authorities reserve the right to check and correct any measurement or certificate issued elsewhere."



**MURDERER EXECUTED.****The Shameen Murder.****IBRAHIM PAYS THE PENALTY.**

Execution in Victoria Gaol this Morning.

Sentenced to death on December 10, 1912, at the Criminal Sessions in Hongkong, by Sir William Rees Davies, Chief Justice, for the murder of Subadar Ali Shafa, at the Shameen, Pts. Ibrahim, of the 26th Baluchistan Regiment, paid the penalty for the crime at Victoria Gaol, this morning, after a long legal battle on the point raised by Mr. F. C. Jenkin, who, instructed by Mr. Harding, defended. The deceased murderer was tried originally at the October Sessions but the jury disagreed after a lengthy hearing and the case was put back for trial *de novo*. The feature of the trial was the number of legal arguments raised by counsel for the defence, who then, by the way, was a new arrival in the Colony, which he put forward as showing reason why the British Court could not pass sentence upon the accused.

At the second trial the Attorney General, the Hon. Mr. J. A. S. Bucknill, said he understood that this was the first case in which the Supreme Court of China had sent a man down for trial to Hongkong, and, therefore, he admitted that it was possible that there might be some legal point which might arise with regard to the jurisdiction of the Court. He thought to avoid any question that might arise on some such point he had better put in the Order-in-Council in the *London Gazette*. The first point was that where a British subject was accused of an offence he could be sent down for trial to Hongkong.

During the hearing of the case His Lordship pointed out that a complaint had been made to him that one of the witnesses in the case had been seen talking to a juror and he called attention to the seriousness of this.

The prisoner was sentenced to death and, later, the Full Court confirmed the conviction. The case was then taken to the Privy Council and the conviction was again upheld.

The victim was shot by the prisoner.

The inquest was held at the gaol this afternoon, by Mr. J. R. Wood, the jurors being:—Messrs. S. H. Dutton (foreman), G. Verney and K. Weble.

Mr. Wood said they were there to consider the death of a man named Ibrahim, who was executed that morning.

The first witness called was E. J. Pierpoint, Chief Warder. The body the jury had just viewed, he said, was that of Ibrahim, aged 42, a sepoy, who was received into prison on December 10, 1912, under sentence of death, which sentence was duly carried out at five o'clock this morning. He produced the Governor's order for his execution. There were present at the execution Mr. Franks, Assistant Superintendent Victoria Gaol; Dr. Moore, Medical Officer, Victoria Gaol; witness and the usual escort of officers.

Dr. Moore said he was present at the execution this morning. Death was instantaneous and was due to fracture and dislocation of the neck.

Mr. Wood said it was the duty of the jury to inquire into two things, firstly, the cause of death, which the doctor had stated to be fracture and dislocation of the neck; secondly, whether the sentence was carried out in accordance with the ordinary course of the law. They had been shown the Governor's order for the execution and the order with the sentence. He presumed they had no doubt as to the deceased being the man.

The foreman replied that they had no doubt.

Mr. Wood then said he thought the verdict should read as being due to dislocation and fracture of the neck, and that he was executed that morning in due course of the law.

The jury then returned their verdict.

**SPECIAL CABLES.**

(From Our Own Correspondent.)

**THE NEUMANN MURDER TRIAL.****ACCUSED HANDED OVER TO CITY AUTHORITIES.**

Shanghai. Received July 16. The three Chinese who were charged before the Mixed Court for being concerned in the murder of Mrs. Neumann in January last have been handed over to the City Authorities for further investigations.

(Special Pacific Service to the "Telegraph"—Router.)

**THE TIBETAN QUESTION.****CHINA TAKES PRECAUTIONS.**

Peking. Received July 15. According to reports from Chinese sources, immediately following a conference between President Yuan Shih-kai, Han Shih-chang and Sun Tao-chi, urgent telegrams were despatched to the Military Commissioner in Szechuan, ordering an increase of the garrisons at frontier posts with a view to resisting Tibetan attacks, but expressly enjoining him not to take the offensive and not to proceed westward of the Chinese frontier.

The Chinese Minister in London has been instructed to interview Sir Edward Grey in order to determine the present attitude of the British Government in the direction of Tibet.

**JAPANESE NAVAL SCANDALS.****APPEALS AGAINST SENTENCES.**

Tokyo. Received July 15. Messrs. Pooley (formerly Reuter's representative at Tokyo) and Herrman (head of the firm of Siemens-Schuckert in Tokyo) who were sentenced to two years' and one year's imprisonment respectively in connection with the Japanese Naval Scandals, have appealed.

**THE LIKIN INCREASES.****A CHINESE PROTEST.**

Peking. Received July 15. The Chinese Chambers of Commerce in Kiangsu and Chekiang have petitioned the Central Government appealing against the enforcement of the heavy increase in the likin taxes and praying for the withdrawal of the Provincial orders.

**MONGOLIAN MINISTER DEAD.**

Shanghai. Received July 15. The *North China Daily News* has received information from Urga announcing the death of Palama, the Mongolian Minister of the Interior, who was previously anti-Russian and was chiefly responsible for the delay of the Kiachin Conference.

**FULL COURT OF APPEAL.****FURTHER HEARING OF THE OLD CANNON CASE.**

"The Milch Cow who Supplied the Money."

This morning the Full Court of Appeal, consisting of Sir Haviland de Sausmarez, President, Mr. Justice Gompertz, Chief Justice, and Mr. Justice Hazeland, Puisne Judge, again sat to consider the appeal of the defendant in the case of the Great Western Smelting and Refining Co. v. F. P. Marques of Macao.

In the original action the plaintiffs, the Great Eastern Smelting and Refining Company, successfully claimed from the defendant, F. P. Marques, of Macao, the sum of \$85,452, being the balance due under a guarantee for the payment of \$200,000 given by the defendant that Messrs. Arndt & Co., of Hongkong, would repay a loan to this amount.

The defendant, asked that the judgment of the Chief Justice, Sir W. Rees Davies, K. C., might be reversed, that judgment be entered for the defendant, and that the costs of the appeal and of the hearing in the Court below, be paid by the plaintiffs.

The Hon. Mr. H. E. Pollock, K. C., with whom was Mr. F. C. Jenkin, instructed by Mr. Leo D'Almada e Castro, appeared for the appellant, and Mr. E. H. Sharpe, K. C., with whom was Mr. Eldon Potter, instructed by Mr. Beavis, of Messrs. Wilkinson and Grief, for the respondents.

Mr. Sharpe, continuing his address, said that he would proceed with the arguments upon the point of the two particular items of \$50,000 and \$38,000. The guarantee manifestly spoke and was intended to speak as from the date of the principal agreement. He was arguing it from the intention of the parties as shown in the agreements. It was clear, with regard to the matter of the amount, that Mr. Marques undertook to guarantee the portion of the agreement relating to the advance and to the full extent of the advance, and it was the intention of the parties that the guarantee was intended to extend to the amount. What the guarantee and the firm were liable for was to repay the whole of two lakhs, or in the alternative two lakhs less certain specified deductions, which were such parts as were appropriated from time to time in accordance with the principal agreement, which meant deductions from shipments.

Mr. Pollock had said that, with regard to the \$38,000, Arndt had taken it and put it in his pocket. His reply to that was, if it were true, it was immaterial. There was, also, not the slightest evidence that it was true. All they knew was that apparently the Kwangtung Government did not get it, but there was no evidence that the money was not used for purposes supposed to help the undertaking. There were undoubtedly disbursements and possibly bribes. The only persons who were proved to be ignorant of the truth were his clients—the milch cow who supplied the money.

Mr. Potter also addressed their Lordships on behalf of the respondents, dealing with points arising out of the correspondence. With regard to Mr. Pollock's contention, that they had become parties to the deed of arrangement and had substituted creditors for Arndt and Co., he said that if they came into court to obtain a dividend from Arndt and Co., relying on their letters to the trustees, it would not carry them very far.

In his reply, Mr. Pollock dealt at further length with the item of \$50,000 which had been returned to Wong Lau-sun and claimed that the appellant could not be responsible for it.

Mr. Justice Gompertz.—Supposing the Kwangtung Government had sent the whole of the \$200,000 to the Government of a neighbouring province or to the Central Government at Peking, the guarantor would still be liable. Counsel did not press the point, but proceeded to argue other points, quoting, amid other authorities, a judgment by his grandfather, Baron Pollock.

Decision Reserved.

Their Lordships reserved their decision, but, before rising, the President said he would like to express the appreciation of their Lordships at the way in which the record had been drawn up. If they always had the records drawn up in such a fashion it would certainly help them in the discharge of their duties.

The Court was adjourned until Tuesday.

**DAIRY FARM NEWS.**

NOTHING CAN EXCEL

OUR

DAISY BRAND

**TABLE BUTTER.**

IT IS PURE, DELICIOUS AND POSITIVELY

THE BEST BRAND

On the Market.

INSIST ON GETTING THE GENUINE ARTICLE.

**TRIUMPH'S NEW COMMANDER.****Captain Rymer to Succeed Captain Streetfield.**

"Truth's" Incorrect Announcement.

The following announcement appears in *Truth* of June 17:—

"Captain E. H. Rymer will, on July 9, succeed Captain R. H. Anstruther in command of the battleship *Triumph*, at Hongkong. This appointment disposes of a rumour that, being herself reduced to nucleus complement, the *Triumph* would be correspondingly reduced to a commander's command."

On enquiry at the Naval Yard we learn that there is a slight discrepancy in the announcement. Captain Anstruther is not in command of the *Triumph*, but, as Commodore, is in charge of the Naval Establishments; and Capt. Rymer is to succeed Capt. Philip Streetfield, M.V.O., formerly in command of the *Triumph*, who has been invalided home.

tions, which were such parts as were appropriated from time to time in accordance with the principal agreement, which meant deductions from shipments.

Mr. Pollock had said that, with regard to the \$38,000, Arndt had taken it and put it in his pocket. His reply to that was, if it were true, it was immaterial. There was, also, not the slightest evidence that it was true. All they knew was that apparently the Kwangtung Government did not get it, but there was no evidence that the money was not used for purposes supposed to help the undertaking. There were undoubtedly disbursements and possibly bribes. The only persons who were proved to be ignorant of the truth were his clients—the milch cow who supplied the money.

Mr. Potter also addressed their Lordships on behalf of the respondents, dealing with points arising out of the correspondence. With regard to Mr. Pollock's contention, that they had become parties to the deed of arrangement and had substituted creditors for Arndt and Co., he said that if they came into court to obtain a dividend from Arndt and Co., relying on their letters to the trustees, it would not carry them very far.

In his reply, Mr. Pollock dealt at further length with the item of \$50,000 which had been returned to Wong Lau-sun and claimed that the appellant could not be responsible for it.

Mr. Justice Gompertz.—Supposing the Kwangtung Government had sent the whole of the \$200,000 to the Government of a neighbouring province or to the Central Government at Peking, the guarantor would still be liable. Counsel did not press the point, but proceeded to argue other points, quoting, amid other authorities, a judgment by his grandfather, Baron Pollock.

Decision Reserved.

Their Lordships reserved their decision, but, before rising, the President said he would like to express the appreciation of their Lordships at the way in which the record had been drawn up. If they always had the records drawn up in such a fashion it would certainly help them in the discharge of their duties.

The Court was adjourned until Tuesday.

**TO-DAY'S ADVERTISEMENTS.****PUBLIC AUCTION.**

THE Undersigned has received instructions from W. Baedke Esq. to sell by Public Auction on

**TUESDAY, the 21st July 1914, commencing at 11 a.m.**

at his residence No. 5 Ormsby Terrace, Kowloon.

A Quantity of Valuable Household Furniture.

On view from Monday, the 20th July.

Catalogue will be issued.

Terms: Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

**"BEN" LINE OF STEAMERS.****NOTICE TO CONSIGNEES.**

The Steamship "BENGLOE."

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th July, 1914.

**PACIFIC MAIL STEAMSHIP COMPANY.**

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

s.s. "KOREA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board Saturday, July 18th, 1914, at 5 p.m. will be subject to landing charges and if undelivered Thursday July 23rd, 1914, at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown July 23rd 1914, at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before August 16, 1914, otherwise they will not be recognized.

R. C. MOERTON, Agent.

Hongkong, July 16th, 1914, 11133

**Summit**

**COLLARS**

SHAPE No. 40 WITH LOOK FRONT.

THE DOUBLE COLLAR THAT LOOKS EQUALLY WELL IN EITHER OF ITS SIX DEPTHS: 1 1/4, 1 1/2, 1 3/4, 2, 2 1/4, 2 1/2 inches.

QUARTER SIZES

\$4.50 PER DOZEN.

**MACKINTOSH**

& CO., LTD. MEN'S WEAR SPECIALISTS.

16 DES VŒUX ROAD. 16

**WM. POWELL, LTD.**

TELEPHONE 346

**WASHING**

ARTISTIC

HAND PRINTED

**TABLE COVERS**

EMBROIDERED

CRASH COVERS

TABLE CENTRES - -

TEA COSIES

WHITE MUSLIN CUSHION CASES.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNER OF FLOWER STREET.

Be sure that these Musical Notes appear on every record you buy.

THEY APPEAR ONLY ON

**COLUMBIA DOUBLE DISC RECORDS.**

It is the mark of excellence.

purity of tone & triple durability.

DEMONSTRATION DAILY.

THE ANDERSON MUSIC CO., LTD.

SOLE DISTRIBUTORS

Hongkong & South China.

**THE DISTILLERS COMPANY'S**

DRY AND OLD TOM

LONDON GINS

THE "SHIELD" TRADE MARK.

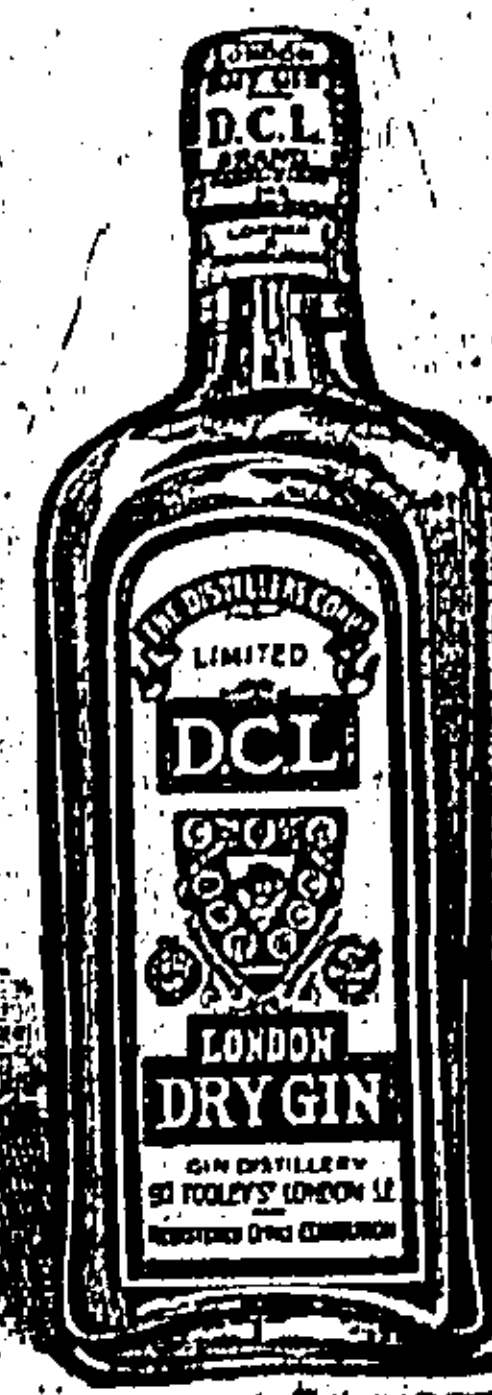
MADE FROM THE FINEST BRITISH SPIRITS UNDER THE MOST APPROVED METHODS.

SOLE AGENTS

CANDE PRICE & CO., LTD.

Tel. No. 135.

8, Queen's Road Central, Hongkong.





## SHIPPING

CANADIAN PACIFIC  
ROYAL MAIL  
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India	23rd July.
Empress of Asia	5th Aug.
Empress of Japan	19th Aug.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw, 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

## PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.  
"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.  
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 25 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China.  
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.  
APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI, on 25th July.

WESTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched as above on 2nd August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.

Hongkong, July 14, 1914.

Agents.

THOS. COOK & SON,  
Tourist, Steamship and Forwarding Agents,  
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONG-KONG, SHANGHAI: 2-3, FOOCHOW ROAD, YOKOHAMA: 32, Water Street, MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Summer Excursion Tickets to Japan by all Lines.

Chief Office:—LUDGATE CIRCUIS, LONDON, E.C.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HAPAG."

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Emden, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.).

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Senegambia	17th July
"	Holsatia	25th July
"	Scandia	14th Aug.
"	Silhonla	23rd Aug.
"	Liberia	11th Sept.
"	Altmark	18th Sept.
"	Arabia	9th Oct.
"	Württemberg	16th Oct.
Victoria, V'v'er, S'ile T. & P. (Or.)	Andalusia	2nd Aug.
"	Belgravia	17th Sept.
"	Brasilia	12th Oct.

Havre, R'dam & Hamburg ..... 20th July.  
M'les, Havre, Bremen & Hamburg ..... 21st July.  
Hamburg and Antwerp ..... 24th July.  
Havre, Emden & Hamburg ..... 29th July.  
Havre, Bremen & Hamburg ..... 3rd Aug.  
Genoa, Dunkirk & H'burg ..... 7th Aug.  
M'les, R'dam, Hamburg & A'worp ..... 22nd Aug.  
Havre, Emden, & H'burg ..... 25th Aug.  
Havre & Hamburg ..... 3rd Sept.

For Further Particulars, apply to  
Hamburg-Amerika Linie,  
Hongkong Office.

## SHIPPING

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Iyo Maru Capt. T. 12,000 Hirano Maru Capt. Fraser, T. 16,000	{WEDNES., 29th July, at 10 a.m. {WEDNES., 12th Aug., at 10 a.m.
VICTORIA, B.C., and SEATTLE via Shanghai, Keelung, Moji, Kobe, Yokohama, Shimizu and Yokohama.	Tamba Maru Capt. T. 12,500 Aki Maru Capt. Noma, T. 12,500	{TUESDAY, 28th July, at 4 p.m. {THURS., 13th Aug., at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	Nikko Maru Capt. Takeda, T. 9,600 Kumano Maru Capt. Soyeda, T. 9,300	{WED., 29th July, at noon. {WEDNES., 26th Aug., at noon.
CALCUTTA via Singapore, Penang, & Rangoon.	Tosa Maru Capt. T. 12,500	{SATURDAY, 12th July.
BOMBAY via Singapore and Colombo.	Penang Maru Capt. Murazumi, T. 6,000	{MONDAY, 20th July.
NAGASAKI, Kobe & Yokohama.	Kumano Maru Capt. Soyeda, T. 9,600	{TUESDAY, 28th July, at 5 p.m.
SHANGHAI, Moji and Kobe.	Ceylon Maru Capt. Noguchi, T. 12,500	{FRIDAY, 17th July.
KOBE & Yokohama.	Kamo Maru Capt. Shimizu, T. 9,600	{WEDNES., 29th July, at 11 a.m.

! Cargo only.  
! Fitted with new system of wireless telegraphy.

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	\$135	\$122	\$108	\$95
1st class.	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.  
For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
C'FOO & NEWCHWANG	Kiukiang	17th July at noon
SHANGHAI & TSINGTAU	Yingchow	18th July at m'night
SWATOW, AMOY, N'PO & SHAI	Hanyang	19th July at d'light
MANILA, CEBU & ILOILO	Tean	21st July at 4 p.m.
SHANGHAI	Shaohsing	21st July at 4 p.m.
HOIHOW & H'PHONG	Kailong	22nd July at 9 a.m.
WEIHAWEI & TIENSTIN	Kueichow	23rd July at 10 a.m.
SHANGHAI	Anhui	23rd July at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	28th July at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tean." Excellent saloon accommodation amidsthips; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.  
Reduced Fares:—Hongkong to Shanghai:—Single \$45. Return \$75.  
Do. Hongkong to Tsingtau:—Single \$78. Return \$125.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.  
Agents.

Telephone No. 36

Hongkong 16th July, 1914.

## RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 22nd day of July, 1914.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent,  
Hotel Mansions, 3rd Floor, Rooms 12a & 14.  
Tel. No. 1224.

Hongkong, July 14, 1914.

## SHIPPING

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tihini	JAVA	2nd half July	SHAI	2nd half July
Tilaroom	SHAI	2nd half July	JAVA	2nd half July
Tijanas	JAVA	2nd half July	SHAI	1st half Aug.
Tilboda	JAVA	2nd half July	JAPAN	1st half Aug.
Tilmahi	JAVA	2nd half July	JAPAN	1st half Aug.
Tilwong	JAPAN	2nd half July	JAVA	1st half Aug.
Tilmanock	JAVA	1st half Aug.	SHAI	2nd half Aug.
Tiljalap	JAVA	1st half Aug.	JAPAN	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

Yerk Building.

15

## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong.
Chiyo Maru	22,000 - 21 knots	Tues., 4th August.
Tenyo Maru	22,000 - 21 knots	Tues., 25th August.
Nippon Maru	11,000 - 18 knots	Tues., 8th Sept.
Shinyo Maru	22,000 - 21 knots	Tues., 22nd Sept.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£50. Return (6 months) £96.10.

First Class to San Francisco £45. Return (6 months) £83.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Rly. Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage &amp; Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.MAIL SERVICE TO AUSTRALIA  
VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	4th July.	31st July, 10 a.m.
Empire	1st Aug.	28th Aug.
St. Albans	22nd Aug.	18th Sept.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston &amp; Co.

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Hailang ..... | A. E. Hodgins... | FRIDAY, 24th July at 11 a.m.

FOR AMOY AND FOOCHOW.

Haiching ..... | W. C. Passmore... | TUESDAY, 21st July at 11 a.m.

FOR SWATOW.

Haimun ..... | A. H. Stewart... | SUNDAY, 19th July at 10 a.m.

Haitan ..... | J. W. Evans... | TUESDAY, 21st July at 11 a.m.

Haimun ..... | A. H. Stewart... | WEDNES., 22nd July at 11 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak &amp; Co.

General Managers.

29

## LOG BOOK.

A New Dutch Cargo Boat. There was launched recently at Port Glasgow the large steel screw cargo steamer "Bawean," which has been built to the order of the Stoomvaart Maatschappij "Nederland." The vessel, which is 435 ft. long, has a deadweight capacity of 9,750 tons. The vessel will have triple-expansion engines having cylinders 27, 45, and 75 in. stroke. She is classed with Lloyd's Registry for their highest class longitudinal framing (Asherwood system).

British and German Shipping in Japan. British shipping entered at Moji during 1913 shows an increase of 31 vessels and 62,792 tons over the returns for 1912. German shipping has increased by 21 vessels and 60,576 tons. Competition and rate cutting has commenced on the through service from Europe to Vladivostok and Nikolajevsk by the Ocean Steamship Company and Hamburg-America Line against the Russian Siberian Line.

Navigation in Fog. The Canadian Northern liner Royal George has been fitted with the Marconi Belini-Tosi apparatus, which, it is claimed, will enable her in the thickest weather, and without the aid of the compass or sextant, to find her position when she is within a radius of 50 miles of a fixed wireless station or one on board a ship whose position is known. Also, should she pick up the wireless distress signal on this apparatus she will be able to see her course towards its source, even though the ship in distress has not been able to give her position. A set of this apparatus, known as the "Wireless Direction Finder," is stated to have been giving excellent results for many months on the Wilson liner Eskimo between Hull and Obiastina. It is supplied by the Marconi Company, and will be shown at the Shipping Exhibition at Olympia in September.

Cruiser Stern Proves Popular. The introduction of the cruiser stern first adopted by the new Empress of Russia and Empress of Asia of the O.P.R., is proving popular. The following article appeared in the engineering supplement of the Times.

The cruiser stern now bids fair to replace the overhanging counter, so long regarded as one of the most beautiful features of the modern liner. From the small projection of sailing ship days, designed to afford more space around the rudder head and tiller, the overhanging of the counter has gradually increased to make room for steering gear houses and other requirements, and in large vessels may extend 20 feet to 30 feet beyond the water-line length. It is natural to inquire why its supremacy should be threatened by the newcomer, and what advantages can be shown in favour of the cruiser ending to justify its adoption in preference to the elliptical stern. The first large vessels to make the change were the Canadian Pacific liners Empress of Russia and Empress of Asia, and favourable reports are being received as to their behaviour upon their trans-Pacific run of 4,300 miles. The Allan liners Albatross and Calgarian followed suit and are the first Atlantic liners to have the new form. The two new Canadian Pacific vessels building on the Clyde, the Orient liner under construction at Clydebank, and five steamers ordered by the Union Steamship Company of New Zealand are being constructed on cruiser lines. Its undoubted advantages as regards propulsion, the protection it affords to rudder and propellers from dock walls and barges in harbour, its comparative stiffness and consequent freedom from vibration and its simplicity of form and construction are all powerful arguments in favour of the innovation, and it appears probable that before many years have passed the cruiser stern will have become standard practice, and that the overhanging counter will have followed the clipper bow into the obsolete.

Oysters, Fresh, Fried or Stewed  
Findon Haddock, Kippers &c.  
ALEXANDRA CAFE



the  $\beta$  phase of the polymer. The  $\beta$  phase is the more ordered phase and is characterized by a higher density than the  $\alpha$  phase. The  $\beta$  phase is also the more stable phase and is the one that is observed in the crystalline state of the polymer. The  $\beta$  phase is the one that is observed in the crystalline state of the polymer.



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, THURSDAY, JULY 16, 1914.

## TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

### THE IRISH QUESTION.

#### A BLACKER OUTLOOK.

(Reuter's Service To "The Telegraph.")

London, Received July 16.

The *Daily Chronicle* states that the hopes of an Irish settlement by consent are fading.

Sir Edward Carson has returned more determined than ever to secure "a clean cut."

While the Government is firmly wedded to exclusion by county option, there have been rumours that there is a minority of Cabinet Ministers willing to accept a clean severance.

Consequently, a deputation of Liberals have asked the Chief Whip to convey to Mr. Asquith their strong objection to any further concession.

### FOREST FIRES.

#### RUSSIA'S PLIGHT.

London, Received July 16.

Forest and moor fires in Russia are spreading to such an extent that only rain can prevent a national calamity. Troops are fighting the conflagrations.

### ST. PETERSBURG FIRE.

#### WORKERS' QUARTERS BURNED.

London, received July 16.

Twenty-five houses were burned down and four persons killed in a fire in the workmen's quarters at St. Petersburg yesterday evening.

The fire is still burning.

### WOMAN CHARGED.

This morning, at the Police Court, before Mr. J. R. Wood, a Chinese woman was charged with the theft of money, clothes and jewellery to the value of \$34.20.

Mr. O. A. S. Russ appeared for the prosecution, and Mr. Otto Kong Sing for the defence.

The case alleged by the prosecution was that the complainant took the defendant to live with him as his wife. He took her to a house where his sister also lived, in Yau-mai, on July 8, and the next morning, when her husband and sister-in-law were out, she made off with the goods mentioned. Subsequently she was arrested in Des Voeux Road Central, and the stolen articles, except the money, were recovered.

The case was proceeding as we went to press.

#### Whose Tally?

This morning a Chinese was stopped as he endeavoured to leave the Naval Yard. He presented a tally supplied by contractors to their men but the suspicious of the constable were aroused. The man was charged with trespassing in the Naval Yard, later at the Police Court, and it was stated that the contractor to whom the tally belonged knew nothing of the man. The contractor, however, was not in court and the case was remanded for the police to make enquiries. The defendant stated that he had been given the tally by a man who had told him he would be able to go into the yard and act as an odd job coolie.

## CORRESPONDENCE.

[The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph"]

### WEIGHT-LIFTING.

To the Editor of the *Hongkong Telegraph*.

Sir, I beg you permission to grant me a little of your valuable space to reply to the challenge thrown out to me, by G. Moyle, of the D.C.L.I. In the first place, I ask what Association passed Moyle for the title of Amateur Champion of the World. His lift was performed in Hongkong. I ask Moyle if there is a branch affiliated to the British Amateur Weight-Lifting Club in Hongkong.

Now Moyle must remember that all world records are actually performed before the Committee of the B.A.W.L.A. in London, not in Hongkong. Should a man succeed with his lifts the Committee will grant him a certificate. Moyle questions why I took much trouble to challenge him through the medium of *Health and Strength*, a London sporting journal. My reason is to show the Committee of the B.A.W.L.A. what claims are made by men abroad. Being a member of the Club, I want Moyle to bear in mind that I am not by a long way near record-breaking.

I have challenged him and I challenge him again for the love of sport. I do not know Moyle, although I have seen him and spoken to him on two occasions, but no agreement was made as to lifting weights. As to his offering me \$200, that is beyond my knowledge, for he has always complained that I was too heavy for him and was out of his class.

Moyle boasts too much about his world title, and my candid opinion is that he is a paper champion. I hope Mr. Moyle will not think there are no sporting men in the Colony, and that this match will be fixed up as quickly as possible.

Yours, etc.,

JAMES EVANS.

Hongkong, July 16.  
P. S.—I will give Moyle my Aston statuette if he can lift 25 lbs. on a bar double hand according to rules of our Association. This is a lot different to 206 lbs. one hand, which he has yet to perform.

### MANSLAUGHTER CHARGE.

Waiting for a Witness for the Defence.

The case came up on remand this morning, before Mr. J. R. Wood, in which a coolie employed at the Cotton Mills stands charged with manslaughter. Mr. Bratton, appearing for the defence, stated that a witness he had hoped to obtain for the defence had not come back to the Colony, though he was expected either yesterday or to-day.

Mr. Wood remanded the case for a further week.

#### The Boy and the Amah.

At the Police Court this morning an amah charged an unemployed house boy with stealing a bundle of clothing which she had left in a room in the house he was occupying. The clothes were found by the police concealed under some firewood. The defendant explained that he had had a quarrel with the complainant and had hidden the clothes; he did not steal them. On the complainant expressing the wish to do so, she was allowed to withdraw the charge by Mr. Wood.

## LAWN TENNIS.

Services—And The Pace Which Tells.

Pace always tells in tennis. It is direct expression of the personality of the player—a remark best illustrated by a study of the methods of the Renshaws, who practically revolutionised the high overhead service—play common to all ranks of players nowadays. Without the high overhead service and its attendant "lob" variations, tennis degenerates to a mere game of shuttlecock. In this respect British players excel, for the American service is generally "slower," but often it becomes more deadly by reason of the formidable "cut," which causes the ball to actually "swerve" in the air and to "drag" or rebound slowly from the ground. This twin effect has a distinct advantage. The play is earnestly cultivated in high quarters, even by players who are opposed to the smashing volley game, since it gives the server more time in which to follow up his serve by running into a position approximately close to the net from which he can then develop the "smashing" game.

#### Volleying and Lobbing.

In both games (the singles and doubles) all players aim, or should do, to get within a yard or two of the net as soon as possible. Thence develops the smashing volley so fatal yet so seldom seen at other than classical events. The player should seek to get comparatively close to the net, whether serving or receiving the serve, the object, in all cases, being to volley before the gravitational pull on the ball becomes apparent. That this is the correct and only play can be adjudged from the fact that if the rest happens beyond a stroke or two, most players, even inferior ones (they are acting unconsciously) will be bound to have drawn into the net. At least this is merely so. An examination of players' positions in eight games out of ten will clearly bear out this point. It is one well worthy of study. For some, the service lines possess a fatal attraction.

Yet the volley, pure and simple, is but the prelude to still deadlier play. Rapid and low volleying, clearing the net maybe by but an inch or two, can always be met by players who take the trouble to practice the art. It is when the volleying becomes varied by the attempt on the part of one player to place the ball out of reach of the other that the science of it all becomes apparent. This "lobbing," as it is termed, calls for the greatest skill and judgment. It is the high overhead play, combined with the "lift" or "top," placing the ball behind one's adversary and well at the back of the court, which is disconcerting to follow, and has given many a pretty coup de grace to an otherwise evenly divided bout of volleying. Good "lobbing" is difficult; at least, it would appear as from the attempts one often sees in the great majority of games. Unless judgment drawn to a fine art accompanies the swing of the racket, and the eye never removed from the ball, even for the thousandth part of a second, the "lob" will send the ball out of court, or else just drop it short enough to permit the opposing player to kill it by playing a smashing volley. It is essential that the racket does not betray the intention to play a "lob." This defeats the whole object, and permits the opponent to correct his position—that is, should it prove or be thought necessary.

#### The Primal Object.

In all play, the primal object should be to serve and return the serve as to permit of gaining a favourable position within a yard or so of the net and to so regulate pace as to drive one's adversary into a least favourable

## THE WIFE BEATER.

Sent to Prison for a Month.

A Chinese wife-beater appeared this morning before Mr. Wood and was very properly dealt with. The story of the complainant, who lives at Kowloon City, was that yesterday her husband asked her why she had not taken the cattle out on to the hills.

She pointed out that it was raining and, without more ado, she was beaten with a cane, receiving a cut on the cheek and bruises on the body. A very young baby that she was carrying at the time was also hit on the hand, leaving a red mark that was visible in court this morning.

The man was sent to prison for one month.

one—that is away from the net toward the baseline; and from that initial advantage, the successful player can, given other things equal, severely punish his opponent by suddenly reverting to the smashing volley—which so invariably wins. The smash stroke is really essential to win. The game thus divides itself into three parts. 1. The endeavour on the part of one player to secure the more favourable position. 2. The following up with the smash volley. 3. The success of the smash stroke or a win by means of a well directed and judiciously placed "lob."

A good player invariably stakes his chances overhead. Yet few indeed can hope to win without resorting at times to good overhead play. The hurtling, blustering, masterful smash stroke is similarly placed to the overhead, with the exception, however, that the position from which it is played has no definitely fixed distance from the net. It requires instinctive judgment and absolute mathematical precision, and its play is always in direct relation to the inside lines and less proportionately to the net. The eye must never be removed from the ball—otherwise the player loses that instantaneous perception of speed and the correlative quality of judgment so essential for a return smash at greater pace which, with proper skill, places the ball outside the reach of his opponent's racket.

My concluding advice is to aim at forcing your adversary to the back of the court, which can always be done by a few judiciously placed balls either near the side-line or the service line, and then to kill his return with a smashing series of volleys from a position comparatively near the net—or as near the net as prudence dictates. On the other hand, to meet and defeat a stiff bout of volleying resort to a high "lob." But unless this is skilfully and intelligently interpreted it is usually ineffective. Neither a strong back play nor smashing tactics can, however, be employed to the exclusion of others. The ideal game is a fusion of the two.

—H. M. DOUT.

## LATEST SHIPPING NEWS.

### MOVEMENTS OF STEAMERS.

The I.G.M.S. DERFLINGER which left here on Thursday the 9th inst. at 11 p.m. arrived at Singapore on Tuesday, the 14th inst. at 3 p.m.  
The S.S. GOETTINGEN left Singapore on Tuesday the 14th inst. at 6 p.m. and may be expected here on or about Monday the 20th inst. at 6 a.m.  
The S.S. ZAPRO left Manila on Wed. the 15th inst. and is due here on Saturday, the 18th inst. at daylight.  
The Mogul Line S.S. LENOX sailed from the United Kingdom on 15th June, and is due to arrive here on or about the 30th inst.; and also the Mogul Line S.S. ERROLL sailed from United Kingdom on 11th July, and is due to arrive here on or about the 23rd August.  
The P.M.S. KOREA will be dispatched from Hongkong for San Francisco, via Keelung, Shanghai, Kobe, Yokohama, Shimon, Yokohama, and Honolulu on Thursday, July 23, at 1 p.m.

## CHUNG SAU NAM.

Comment on his Imprisonment in Hongkong.

The *Christian Science Monitor* (Boston) has the following, from its London correspondent:—

Mr. Ma-Soc, the secretary of Dr. Sun-Yat-sen and former editor of the "China Republican," who is at present in England, called recently at the London bureau of the "Christian Science Monitor," in order to afford information as to the present position of affairs in China.

Mr. Ma first of all expressed his warm appreciation of the "Monitor"; and of the consistent attitude it had always adopted in Chinese affairs. He had heard much about it, he said, from Arthur Dacey, at whose instance he had called, and it also was well known to him as a clean newspaper which could be depended upon. Whilst editor of the "China Republican" he had found it of great value.

Mr. Ma explained that he had that morning received a letter from Mr. Sun, who is at present at Tokyo, in the course of which he, Dr. Sun, had said that he was very hopeful as to the prospects of his party in China, and urging Mr. Ma to do all in his power to make clear the real facts of the situation to the British public.

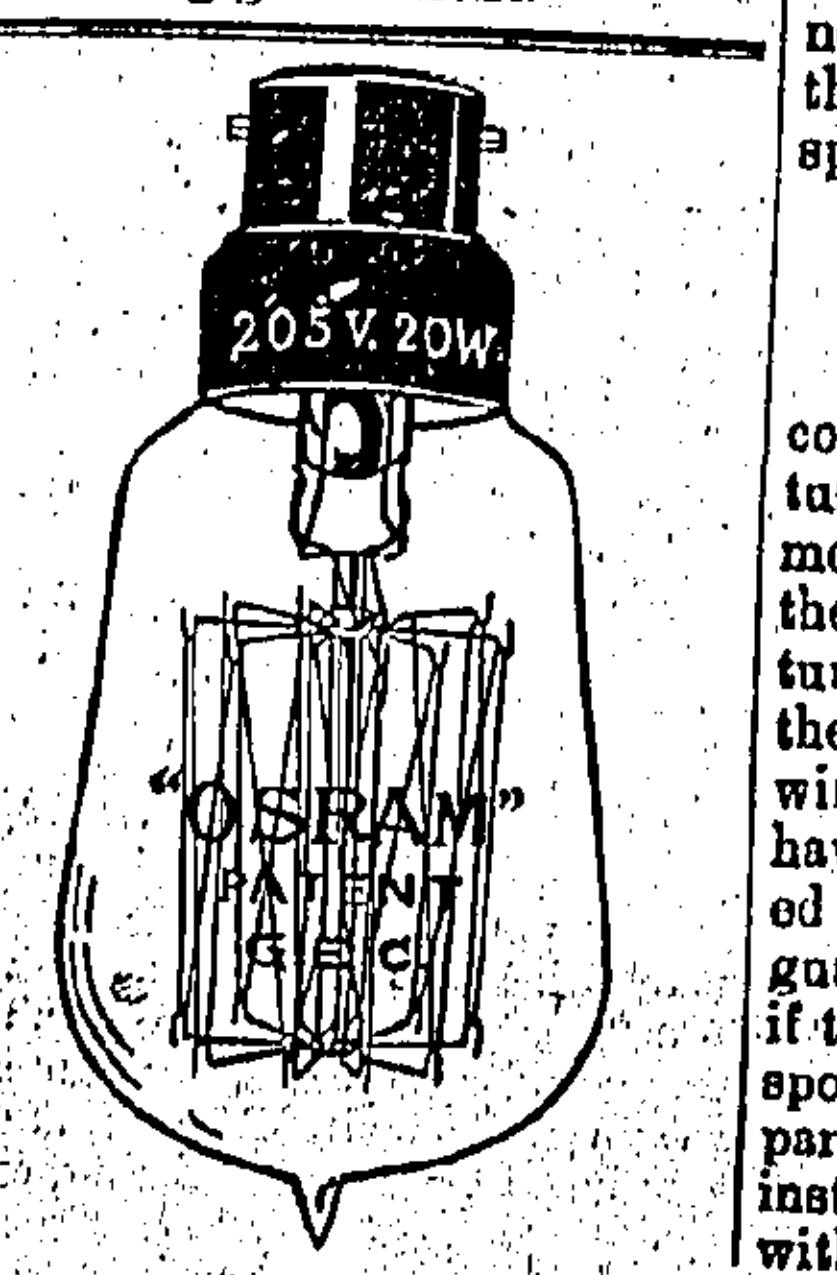
"As to the exact position in China," Mr. Ma continued, "really I have very little to add to the accounts so accurately given from time to time, in the 'Monitor.' The central fact of the present position is one upon which you have always insisted, namely, that Yuan-Shih-kai's retention of power is entirely dependent upon his being able to obtain money."

"There is, however, one way in which the 'Monitor' can help at this particular moment, and that is in drawing attention to the case of one of our people, who, for the last five months, has been lying in prison in Hongkong."

"The man in question is one Chung-Sau-nam. During the second revolution, Chung-Sau-nam, who was chief of the treasury at Canton, was sent from Canton to Hongkong by the Kuomintang authorities with \$150,000 to be deposited in the Russo-Chinese bank there, in order to secure funds for the future."

"Shortly after his arrival at Hongkong, Mr. Chung was arrested by the Hongkong police and put in prison, where he has remained ever since. The authorities at Peking have during this time been making strenuous efforts to obtain Mr. Chung's extradition. If they should succeed, he will, of course, be conveyed to Peking and there shot."

"Our people claim that inasmuch as his offence is an entirely political one, no extradition is possible, but when it is remembered that his arrest and imprisonment are both absolutely illegal, it will be seen that we have only too good reasons to fear that the Hongkong authorities may not hesitate to hand over Mr. Chung to the emissaries of the Peking government."



## THE WORLD OF SPORT.

### MR. G. L. JESSOP ON CRICKET.

#### The Progress of the Counties.

[From Our Special Correspondents.]

London, June 19.

The gloomy fact confronts cricketers in this country that even as the game becomes more interesting the general public grows less interested. Last season's cricket (writes Mr. Gilbert Jessop) was the most interesting, from the cricketer's point of view, for a long time. I have yet to learn, however, that any of our county clubs experienced anything to rival the late lamented rubber boom. It made no difference to the gate receipts. The latest authority to join the army of croakers and pessimists is no less a person than the "Head" of Eton, in his day a cricketer of distinction, who asserts emphatically that county cricket is insupportably dull. And this in the very midst of what cricketers themselves regard as a thrilling season! I have said before that much might be done to brighten up first class cricket, which has too often in the past stirred the bored spectator's memory to recall that famous Shakespearean line, "O God, how weary, flat, stale, and unprofitable are all the uses of this world." But, conceding that a livelier conduct in the field, and less laissez faire during the tea intervals in the pavilion might cheer up the game wonderfully, I fancy the spirit of the times—these rather "costermonger times"—is for something more breathless and less subtle than cricket. The real speeding up of life all round began with the practical uses of electricity and was fomented by petrol. The motor car and the monoplane have completed what the telegraph and the telephone started.

#### Signs of Nerves.

We are plagued with the demon of hurry, and the public shows signs of "nerves." A few years ago people were willing to watch an Inman compiling a methodical billiard break by "slow patience and soft degrees." To-day they almost hoot. If Mr. O. B. Fry stays ten minutes at the wicket without scoring they show the same irritation that is evinced when at golf "the couple ahead" want to study the lie of a crucial putt on which hang the destiny of Empire and a half-a-crown. The powers that be will be wise to do all that can be done, without impoverishing the true cricket tradition, to brighten up the game least in time a generation arises that knows not Joseph. Cricket can flourish without this mob, but please let us keep the genuine sporting interest. It is a great game, in some respects the typical English game. It teaches the true Waterloo lesson of self-sacrifice and dogged patience; but there is no need to confine the exercise of those virtues to the unfortunate spectators.

#### Triumphant Middlesex.

There is lots of time yet for the county cricket championship to turn a complete somersault, but meanwhile Middlesex continue on their way triumphant, and unfortunately are now subordinating their cricket to the ambition of winning the championship. Points have now an added and exaggerated value. They are playing to guard their unbeaten record, even if to do so means sacrificing the sporting chance of winning any particular game. An unhappy instance of this was the match with Yorkshire, Middlesex gained

a substantial lead on the first innings, but instead of that advantage being an inducement for them to go all out for a win, they at once began to make themselves "safe" and sure of scoring three points for leading on the first innings by making a draw of it. From the public point of view these tactics killed all interest in the match. The position of Middlesex at the head of the championship is largely due to the splendid achievements of Tarrant and J. V. Hearn. They are first and second respectively in the English batting averages. Besides this Tarrant has taken more wickets (88) than any one else this season in first-class cricket, and Hearn's victims number 63. Further, Tarrant was the first player to complete his thousand runs this season. This feat has also been accomplished by his colleague Hearn, who was only one day behind Tarrant in doing so. Together they had another great success in the match against Lancashire, scoring 380 for the second wicket, and setting up a new record for Middlesex cricket. Tarrant's share of this was 198, but, continuing batting after his partner was out, Hearn raised his score to 204, the Middlesex total being the huge one of 501 for three wickets. This has been a great season for batsmen. One cannot recall another in which the double century has occurred so frequently. Hobbs has been responsible for another brilliant innings, hitting up 215 against Essex. The extraordinary thing about this display was that, whilst Hobbs was getting his runs in as nonchalant and easy a manner as could be, the bowling appeared too difficult altogether for the other Surrey batsmen, not one of whom made 30 in a total of 331. Surrey won the match by seven wickets, and it was clearly a Hobbs' victory. Another fine performance was Charlesworth's 208 for Warwickshire against Yorkshire. This is the second double century to be made against the latter's clever bowlers, and the fact is the more notable on that account. But Charlesworth's effort did not enable Warwickshire to win, notwithstanding that their first innings total reached 424 for eight wickets, and that Yorkshire had to follow on. Kent have suffered another defeat, Hampshire beating them at Tonbridge by 133 runs. This was at the first match of the hop county's festival week, but somehow the home side usually contrive to do badly on that occasion. The ground is charmingly situated, but the wicket is very uncertain, and during this match it was never so good as when Hampshire were batting first. Indeed it is likely that the result would have been reversed, if Kent had won the toss.

### WEST RIVER FLOODS.

Donations now Amount to over \$100,000.

The latest list of donations to the Tung Wa Hospital Flood Relief Fund shows that the total is now \$105,601.09.



## PUBLIC AUCTION.

**GEO. P. LAMMERT,**  
AUCTIONEER, SHARE &  
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on **SATURDAY, the 18th July 1914** commencing at 11 a.m. at his Sales Rooms, Duddell Street, A Portion of the Stock-in-Trade of a Well Known Tailor Shop,

comprising:—  
148 Pairs BROWN and BLACK BOOTS and SHOES, BUCKSKIN SHOES, CANVAS and TENNIS SHOES, etc.  
BATH ROBES, TOWELS, MOSQUITO NETTING, STRIPE and PLAIN PONGEES, LADIES' BLACK, WHITE and BROWN STOCKINGS, etc., etc.  
On View from Friday, the 17th July.

Terms:—Cash on delivery.  
**GEO. P. LAMMERT,**  
Auctioneer.

## CONSIGNEES

**INDO CHINA STEAM NAVI-  
GATION CO., LTD.**  
From CALCUTTA, PENANG  
& SINGAPORE.

THE Company's Steamship

"LAISANG,"  
having arrived from the above ports, consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 11th inst. will be landed at Consignee's risk and expense. No Fire Insurance will be effected.

Bills of Lading will be countersigned by—  
**JARDINE MATHESON & Co., Ltd.**  
General Managers.

Hongkong, 10th July, 1914.

**COMPAGNIE DES MES-  
SAGERIES MARITIMES.**

## NOTICE

s.s. "AMAZONE."  
Consignees of Cargo from Lon-  
don ex s.s. "Medoc."

Consignees of Cargo from  
Bordeaux ex s.s. "Ville de  
Constantine."

In connection with above  
Steamer are hereby informed that  
their goods with the exception of  
Opium, Treasures and Valuables  
are being landed and stored at  
their risks into the hazardous and  
or extra hazardous Godowns of  
the Hongkong & Kowloon Wharf  
& Godown Co., Ltd. at Kowloon  
whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forward-  
ed on unless intimation is received  
from the Consignees before  
NOON TO-DAY requesting it to  
be landed here.

Bills of Lading will be coun-  
tersigned by the Undersigned.  
Goods remaining unclaimed after  
the 20th July at Noon will be sub-  
ject to rent and landing charges.

All claims must be sent in to  
me on or before the 23rd July 1914  
or they will not be recognized.  
All damaged packages will be  
examined on the 18th July at 10  
a.m.

No Fire Insurance has been  
effected.

**P. THOMAS,**  
Agent.  
Hongkong, 13th July, 1914.

## TO SAIL

DOLLAR  
STEAMSHIP LINE.

Proposed sailings for SAN  
FRANCISCO & SAN PEDRO.

s.s. "BESSIE" on or about  
20th July.

Connection made with Salt  
Lake Railway at San Pedro for  
OVERLAND points. For rates,  
space and further particulars  
apply to  
**THE ROBERT DOLLAR CO.,**  
V. M. SMITH,  
Manager.  
Tel. 792. 3, Queen's Building.

Don't forget after the Show  
Supper, and Light Refreshments  
**ALEXANDRA CAFE,**  
Open Till Midnight.

## CONSIGNEES

**NIPPON YUSEN KAISHA.**

NOTICE TO CONSIGNEES.  
FROM EUROPE, COLOMBO  
AND STRAITS.

THE Company's Steamship

"KATORI MARU,"

having arrived from the above  
ports, Consignees of Cargo are  
hereby informed that their Goods  
are being landed and placed at  
their risk in the Hongkong and  
Kowloon Wharf and Godown  
Company's Godowns at Kowloon,  
where each consignment will be  
sorted out mark by mark and  
delivery can be obtained as soon  
as the Goods are landed.

Optional goods will be carried  
on unless instructions are given  
to the contrary before NOON,  
TO-DAY.

Goods not cleared by the 20th  
July, will be subject to rent.  
Damaged packages must be left  
in the Godowns for examination  
by the Consignees and Co's  
representatives at an appointed  
hour. All claims must be pre-  
sented within ten days of the  
steamer's arrival here, after  
which date they cannot be re-  
cognized. No claims will be  
admitted after the goods have left  
the Godowns.

**NIPPON YUSEN KAISHA,**  
Agents.  
Hongkong, 13th July, 1914.

## TO SAIL

**ORIENTAL-AFRICAN LINE**  
For Singapore, Mauritius and  
South African Ports.

THE Steamship

"SALAMIS,"  
4509 tons, Captain D. A. Gar-  
diner, will be despatched as  
above on Friday, 24th July, at  
noon.

For rates of Freight and Pas-  
sage apply to—  
**The Bank Line Ltd.,**  
Managing Agents.

**THE AMERICAN & ORIENT-  
AL LINE.**

For Boston and New York via  
Suez Canal.  
(With liberty to call at the  
Malabar Coast.)

THE Steamship

"ROYAL PRINCE,"  
Captain Coull, will be despatched  
as above on Wednesday, the 5th  
August.

This Steamer has excellent  
accommodation for a limited  
number of Saloon passengers.  
For freight and passage apply  
**ARNHOLD KARBURG & Co.,**  
General Agents.

**THE "INDRA" LINE LTD.**

For Boston & New York.  
(with liberty to call at the  
Malabar Coast.)

THE Steamship

"INDRAKUALA,"  
Captain A. H. Smith, will be  
despatched as above on Monday,  
27th July.

This steamer has excellent  
accommodation for a limited  
number of saloon passengers.  
For Freight & passage, apply  
to

**JARDINE, MATHESON  
& CO., LTD.,**  
Agents.  
Telephone No. 215, Sub. Ex. No. 9  
Hongkong 2nd July, 1914.

**Regular Steamship Service.**

Proposed Sailing from Hongkong  
For BOSTON & NEW YORK  
s.s. "MUNCAS-" on or about  
18th July.

For Freight and further in-  
formation apply to

**DODWELL & CO., LTD.**  
Agents.  
Hongkong, June 4th, 1914.

**"GLEN LINE"**

(McGREGOR, GOW & Co.) Ltd

For Glasgow & Rotterdam  
The s.s. "GLENSTRAE"  
(Capt. McGillivray) will be de-  
spatched for the above ports on or  
about 27th July 1914.

Saloon fare Hongkong/Glas-  
gow £40.  
For freight or passage, apply  
to

**SHEWAN, TOMES & Co.,**  
Agents.  
Hongkong, 18th June, 1914.

## HOTEL LISTS.

Hongkong Hotel.

Abraham, E. S.  
Apost, C. M.  
Bate, E. R.  
Bell, O. D. J.  
Elliott, Mrs. E. R.  
Bena, G. A.  
Boman, J. S. R.  
Boulton, F. G.  
Bullman, E.  
Black, W. M.  
Cambridge, A. J.  
Chilton, W. B.  
Clayton, W. E.  
Clayton, W. E.  
Cohan, Sydney.  
Coleman, Dr. A. L. E. F.  
Cruikshank, Mr. and  
Mrs. C. H.  
Curry, G. P.  
Davies, Mr. & Mrs.  
W. J.  
Duggan, D. S. S.  
Duckwood, F. F.  
Duffy, Miss M. E.  
Ehrenfels, Mr. & Mrs.  
H. C.  
Fehr, H.  
Gibb, J.  
Gonzalez, P. de  
Guernsey, Mr. & Mrs.  
H. H.  
Hall, Capt. T. P.  
Handley, F. G. H.  
Hanning, Lee, Lt. F. C.  
Hannibal, W. A.  
Harper, G.  
Horton, C. E.  
Heimann, P.  
Henderson, B.  
Hewett, Hon. Mr. E.  
A. C. M. G.  
Hinter, R.  
Iwakura, T.  
Jordan, A. B.  
Kennedy, Mr. & Mrs.  
W. A.  
Kingdon, R. C. H.  
Kock, Capt. & Mrs.  
Lumpman, Mrs. and  
Wood, G. G.  
Mrs. H. A.  
Lambert, E. B.  
Linton, A.

Carlton Hotel.

Bullantine, Mr. and  
Mrs. B. A.  
Barnes, C.  
Carwen, W.  
Crombie, Lt. Geo.  
Dennis, R.  
Eades, W. J.  
Folliott, A. M.  
Francis, J. R.  
Fletcher, O. W.  
Gair, C.  
Gappas, Thos.  
Gappas, Lewis.  
Garratt, E. F.  
Gladwell, T. A.  
Gore, B. A.  
Gregory, T. M.  
Grandy, A. J.  
Higginbotham, C. J.  
Hollway, H. D.  
Jackson, Mr. & Mrs.  
W. W.  
Juan, L. S.

King Edward Hotel.

Almberg, E.  
Austin, M. J.  
Budge, W.  
Brister, J. H.  
Cox, F. W.  
Foy.  
Gardiner, G. W.  
Haynor, H. O.  
Havenor, H. A.  
Jennings, A. H. P.  
Joseph, J.  
Karsdorp, D. W.  
Kornatz, W.  
Kraft, Mr. & Mrs.  
W. D. Watson, J. R.

Grand Hotel.

Above  
Allen  
Babers  
Bee  
Benito  
Blackley  
Bondewyns  
Crown  
Cowan  
Crew, Mr. & Mrs.  
Dietz  
Dillen, Maria.  
Emault, Melle.  
Fleming, Mr. & Mrs.  
Foster, Mr. & Mrs.  
Garrig  
Gaylor  
Gilderblom  
Gough  
Harlan  
Hermann  
Hicks, Mr. & Mrs.  
Higgins, Mr. & Mrs.  
Holstetter  
Hau.  
Jackson  
Jareine  
Key, Dr.  
Kunin  
Kunlin  
Langham, Dr. & Mrs.  
Langley

Craigieburn.

Bennett, H. B.  
Bond, W. G.  
Brown, O. B.  
Caldwell, Miss  
Caldwell, Miss  
Carpenter, Mr. and  
Mrs.  
Crew, Miss  
Dayle, Mrs. Madison  
Galbraith, V.  
Harbord, W. F.

Hollingsworth, Mr.  
& Mrs. A. H.  
McGill, J.  
Robinson, Geo. A.  
Smith, Mrs. J. Grant  
Smith, Mr. & Mrs.  
Iron, Grant  
Smith, Morton  
Turner, G. F.  
Wilson, Mr. and  
Wright, A. E.

## ENTERTAINMENTS.

## VICTORIA THEATRE.

9.15 To-night 9.15

A grand change of Programme

headed by

The Dramatic Picture

"MATERNITY"

IN 3 PARTS.

FOR THREE NIGHTS ONLY

Commencing Thursday 16th July

GRAND ATHLETIC EXHIBITION

BY

ANTOINE FOURNIER

Champion of the Athletic World.

The man of the steel chest.

You must see to believe. He sustains 2,500 kilos on his chest and thirty men upon his body.

## BIJOU SCENIC THEATRE.

3 NIGHTS ONLY 3

Commencing Wednesday 15th July.

the laughable comedy

"WIFFLES AND THE MILLIONAIRE"

In 3 Parts—Length 4,000 Feet.

"A LIGHTHOUSE IN DARKNESS"

a thrilling drama.

"PATHE'S BRITISH & AMERICAN WEEKLY"

Coming! Coming!

"ALBERT MORROW"—one of the

World's best Magicians.

THEATRE ROYAL  
HONGKONG.

FOR ONE NIGHT, ONLY.  
FRIDAY, JULY 17TH 1914.

FAREWELL PERFORMANCE

Maurice E. BANDMANN

Presents

**BANDMANN OPERA**

COMPANY

IN

"THE MARRIAGE

MARKET."

From Daly's Theatre, London.

Doors Open at 8.30 P.M.

Commence at 9.00 Sharp.

Plans at MOUTRIE'S.

**HIMROD'S**

Give Instant Relief

No matter what your respiratory

organs may be suffering from—whether

ASTHMA, BRONCHITIS,

CROUP, COUGHS, OR

ORDINARY COUGH.

—you will find in this famous remedy

a restorative power that is simply

unparalleled.

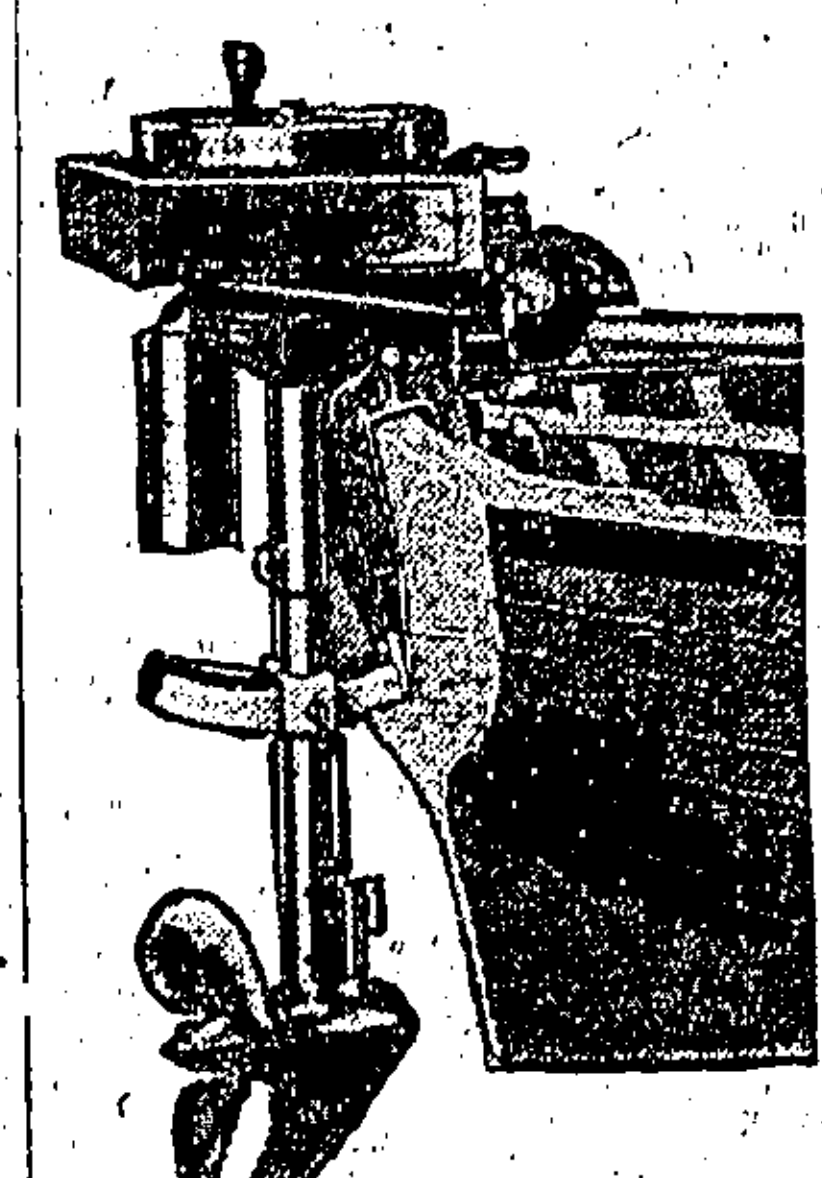
MADE IN THE U.S.A.

SOLE AGENTS: H. W. L. WALKER & CO.

10, QUEEN'S BUILDING, HONGKONG.

CURE FOR ASTHMA

## NOTICE.



**EVINRUDE DETACHABLE**

**MOTOR,**

1 1/2—2 H. P., 2—3 H. P., 3 1/2

5 H. P., with battery—or

magneto-ignition.

For particulars apply to

**CARRELS, BOERNER & CO.,**

Hongkong, King's Buildings,

3rd Floor.

Sole Agents for South China.

## NOTICES

SMOKE  
**"Embassy"**  
CIGARETTES  
& TOBACCO

VIRGINIA CIGARETTES  
No. 77 HAND MADE  
SOLD IN TINS OF 25 & 50  
**EMBASSY MIXTURE**  
THE TOBACCO OF QUALITY  
W.D. & H.O. WILLS, BRISTOL

## KELLY &amp; WALSH, LIMITED.

IMPORTANT NEW PUBLICATIONS.

A POCKET-Dictionary

OF

CANTONESE

Cantonese-English with

English-Cantonese Index

By Roy T. Cowles

Full Leather 7.50

Half Leather 6.00

Medical Missionary

LANGUAGE STUDY

As it is and ought to be

to be

Together with a literal translation

of S. Mark's Gospel in Cantonese

by

C. C. S. Barons, leather

\$2.50

COOKERY

FOR EVERY HOUSEHOLD

by

Florence B. Jack

3075 Recipes.

Simple Instructions

Dishes Suitable for all incomes

730 Pages

400 Illustrations

Record Value

\$2.75

Guard against Infectious  
Diseases.

There is no excuse for exposing one's  
health to unnecessary risks of infection.  
Everybody is liable, at any time, to catch  
from other people such diseases as Influenza,  
Diphtheria, Scarlet Fever, Measles, Con-  
sumption, etc. It is, therefore, a duty to  
safeguard oneself and one's household—  
especially the children—by the regular  
daily use of Formamint Tablets, which  
destroy all germs in the mouth and throat,  
and thus afford safe protection against  
germ diseases.

WULFING'S  
Formamint  
THE GERM-KILLING THROAT TABLET

These wholesome, palatable tablets—made by the  
manufacturers of Sanatogen—are also a genuine  
remedy for common germ ailments, such as Sore  
Throat, Mouth Troubles, Tainted Breath, etc.

The coupon below will bring you an interesting book which  
tells you all about Sore Throat and various other infectious  
diseases, and contains abundant evidence of the value of  
Formamint.

For your health's sake, send this coupon to-day. Forma-  
mint is sold by all Chemists, in bottles of 50 tablets.

Lord Kingsale

writes:—"I and my

family use quite a number

of Formamint Tablets.

I always carry a goodly

number in my pocket,

and have recommended

them to many friends.

I find them all you say they

are."

Signor Caruso,

the world's greatest tenor,

writes:—"I have found

Formamint very beneficial

to the throat, and pleasant

to the taste."

**FREE BOOKLET.**

A. Wulfin & Co., 8, Kilkenny Road,

Shanghai.

Please send me the free booklet

described above.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_



## FAR EASTERN NAVAL SQUADRONS.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochran	Cruising
Atlas	Admiralty tug	710	2	900	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Britomart	Gunboat	710	2	900	Lt.-Com. Preston Thomas	Hongkong
Cadmus	British sloop	1,070	6	1,400	Capt. M. S. Fitzmaurice	Yangtze
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Destroyer	560	—	7,550	Lt.-Com. H. T. England	Weihaiwei
Olio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Weihaiwei
Colne	Torpedo-boat destroyer	560	4	7,500	Comdr. Seymour	Weihaiwei
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	Torpedo-boat destroyer	560	4	7,500	Lt.-Com. G. A. Mullock	Weihaiwei
Kinsha	Rivet gunboat	618	4	1,200	Lt.-Com. H. Marriott	Yangtze
Kennett	Torpedo-boat destroyer	560	4	7,500	Lt.-Com. F. A. H. Russell	Weihaiwei
Merlin	Surveying ship	1,040	—	—	Lt.-Com. C. J. Gibson	Labuan
Minotaur	1st class cruiser	14,900	—	27,000	Capt. E. B. Kiddle	Weihaiwei
McCorhae	River gunboat	180	2	800	Capt. E. B. Kiddle	West River
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Yangtze
Nightingale	River gunboat	85	2	240	Lt.-Comdr. J. C. Murray	Weihaiwei
Ribble	Torpedo-boat destroyer	560	4	7,500	R.W. Wilkinson	Weihaiwei
Robin	Rivet gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for submarines	980	—	1,400	Lt.-Comdr. Cromie	Hongkong
Sandpiper	Rivet gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Teal	River gunboat	180	2	800	Lt.-Com. G. F. L. Page	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. G. F. L. Page	Weihaiwei
Triumph	Battleship	11,915	—	12,500	Act. Comdr. A. S. S. S. S.	Hongkong
Tamar	Receiving Ship	—	—	—	Comdr. Anstruther, C.M.G.	Hongkong
Uk	Torpedo-boat destroyer	560	4	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Welland	Torpedo-boat destroyer	560	4	7,500	Lt.-Com. Poignard	Hongkong
Widgeon	Gunboat	150	2	500	Lt.-Comdr. J. C. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 38	—	—	—	—	Lt. Pope	Hongkong
C. 37	—	—	—	—	Lt. McGillivray	Hongkong
C. 38	—	—	—	—	Lt. J. G. Gimes	Hongkong
T.B. 035	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036	—	—	—	—	Lt.-Com. T. Barton	Hongkong
T.B. 037	—	—	—	—	Lt.-Com. Nicol	West River
T.B. 038	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

\* Flagship of Vice-Admiral Jerram, K.O.B., C.V.O.

C.M.G. Commander-in-Chief.

## FOREIGN MEN-OF-WAR ON CHINA AND JAPAN STATION.

## French.

Montcalm	Armoured cruiser	11,000	—	20,000	Capt. Vieux	Shanghai
Dupleix	Armoured cruiser	10,614	30	20,000	Capt. Davelny	Shanghai
Decade	Gunboat	645	10	1,000	Lieut. Matha	Canton
Argus	River gunboat	180	6	570	Lieut. de Madrilie	Canton
Vigilante	Gunboat	123	7	500	Lieut. Lecadet	Tongku
Pelico	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	Gunboat	—	—	—	Lieut. Millot	Tongku-king
Styr	Armoured gunboat	1,708	10	1,700	Lieut. Martel	Saigon
Fronde	Destroyer	350	7	303	Lieut. Theroline	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Audemar	Shanghai
Pistolet	Destroyer	130	7	300	Comdr. Castagne	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,825	10	9,000	Com.	Saigon
Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain Branninghaus	Tsingtau
Ilka	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thierichsen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Friele	Yangtze
Bohnenhorst	Flagship	11,600	36	26,000	Capt. F. Scholtz	Tsingtau
E. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Figer	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Ingolstadt	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	600	Oblt. z. S. Dressler	Yangtze
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luis A. de Magalhães Correa M	—

## UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Mann	—
A-6	—	—	—	—	Ensign H. L. Rahel Daffer	—
A-7	—	—	—	—	Ensign R. L. Wood	—
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. O. S. Keller	—
Callao	Gunboat	243	8	250	Lieut. S. M. L. Bounty	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lt. J. O. Gennings	Cavite
Cincinnati	Protected cruiser	3,133	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Durr	—
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gaannon	Shanghai
Helena	Gunboat	1,392	8	1,938	Com. G. R. Marvell	Shanghai
Hohican	Station ship	1,900	6	1,100	Lieut. V. B. Lowe	Cavite
Monadnock	Monitor	3,060	6	3,000	Lt. Y. Rorschach	Olongap
Monterey	Monitor	4,034	4	5,277	—	—
Panama	Gunboat	243	3	—	Ensign P. J. Peyton	Cavite
Piscataqua	Sea going tug	854	2	1,600	—	—
Pompey	Repair ship	3,035	—	—	—	—
Samar	River boat	—	—	—	Lt. Com. O. W. Coles	Canton
Wilmington	Cruiser	—	—	—	Com. H. H. Hough	Hongkong
Saratoga	Flagship	—	—	—	J. H. Dutton	Shanghai
Galveston	Cruiser	—	—	—	Com. R. H. Leigh	—

## MARKET PRICES.

Hongkong July 8, 1914.

## BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	lb.	12
" Corned, — Ham Ngau Yuk	"	20
" Roast, — Shiu	"	22
" Breast, — Ngau Lam	"	18
" Soup, — Tong Yuk	"	18
" Steak, — Ngau Yuk Pa	"	22
" do. — Sirloin Ngau Lau	"	35
" Sausages, — Ngau Chaung	"	20
Bollock's Brains, — Know	per set	12
" Tongue fresh, — Ngau Li	each	60
" corned, — Ham Ngau Li	"	0
" Head, — Ngau Tau	"	\$1.20
" Heart, — Ngau Sum	"	14
" Hump, — Ngau Kin	"	24
" Feet, — Ngau Kaski	"	8
" Kidneys, — Ngau Yiu	"	12
" Tail, — Ngau Mei	"	12
" Liver, — Ngau Kon	lb.	22
" Tripe (undressed), — Ngau To	"	22
Calves Head & Feet, — Ngau-chai-tau-kark	set	\$1
Matron Chop, — Yeung Pai Kwat	lb.	25
" Leg, — Yeung Pei	"	25
" Shoulder, — Yeung Shau	"	24
Pigs Chitlings, — Chu Chong	"	27
" Brains, — Chu Know	per set	2
" Feet, — Chu Kark	lb.	12
" Fry, — Chu Chak	"	3
" Head, — Chu Tau	"	17
" Heart, — Chu Sum	each	10
" Kidneys, — Chu Yiu	pair	8
" Liver, — Chu Con	lb.	24
Pork, Chop, — Chu Pai Kwat	"	23
" Corned, — Ham Chu Yuk	"	27
" Leg, — Chu Pa	"	27
" Fat or Lard, — Chu Yu	"	65
Sheep Head and Feet, — Tau Kark	set	7
" Heart, — Yeung Sum	each	7
" Kidneys, — Yeung Yiu	"	10
" Liver, — Yeung Con	"	25
Sucking Pigs, To Order, — Chu Cha	"	22
Suet, Beef, — Sang Ngau Yau	"	18
" Mutton, — Sang Yeung Yau	"	24
Veal, — Ngau Chai Yuk	"	19
" Sausages, — Ngau Chai Chaung	"	20

## 肉食

## FRUITS.

Almonds, — Hung Yan	lb.	30
Apples (California), — Kam San Ping Kho	"	25
" (Chefoo), — Tin Chun Ping Kho	"	—
" Small, — Hoi Tong	"	—
" Custard, — Fan Lai Chi	each	—
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb.	4
" (brides), Macao, — San Heung Chiu	"	—
Chestnuts, Chinese, — Fong Lut	"	—
Carambols, — Yeung Tue	"	—
Cocoanuts, — Yeh Tse	each	12
Lemons, China, — Ning Moon	lb.	8
" America, — Kum San Ning Moon	"	8
Lichees Dried, — Lai Chi, small Stone	"	60
" Fresh, — "	"	—
Limes (Siam), — Sai Kung Ning Moon	each	10
Mango, Manila, — Lui Sung Mong	"	8
Mangosteens, — San Chuk Tse	doz	25
Oranges, (Canton), — San-shing Tim Ching	lb.	15
" Sweet	"	—
Pears, (American), — in San Shoot Lay	"	—
" (Canton), — Cookin, — Sa Lay	"	20
Peanuts, — Fa Sang	"	10
Persimmons Large, — Hung Chie	"	—
Pine-apples, 1st quality, — Poon Ti Paw Law	each	12
" 2nd, — Chung-tang Paw Law	"	10
Plantain, — Tai Chou	lb.	3
Plums, — Swatow, Hung Lai	"	8
Pumpkins, Siam, — Chim Lo Yau	each	6
" Shanghai, — Lo Kwat	"	—
Walnuts, — Hop Tao	lb.	15
" Green, — Sang Hop Tao	"	—
Water Melon, — (Am.) Kom San Sai Kwa	each	14
" (China) Sai Kwa	"	—
Grapes, — Sang Po Tai Tee	lb.	—

## 菓子

## POULTRY.

Chicken, — Kai Chai	lb.	32
Capon, Large, Small, — Sin Kai	"	32
Ducks, — Ap	"	20
Doves, — Pan Kau	each	20
Eggs, Hen, — Kai Tan	per doz	20
Fowls, Canton, — Kai	lb.	35
" Hainan, — Hoi Nam Kai	"	30
Geese, — Ngo	"	22
Jeese, Wild, — Shang-ho Yea Ngo	"	—
Musk Deer, — Wong Keng	each	—
Hare, Shanghai, — Fu Chai	"	—
Partridge, — Che Khoo	"	—
Pheasant, — Shan Kai	pair	—
Pigeons, Canton, — Pak Kup	each	33
" Hoihow, — Hoi How Pak Kup	"	25
Quail, — Um Chan	"	—
Rice Birds, — Wo Fa Cheuk	dozen	—
Snipe, — Sa Choy	each	—
Turkeys, Cook, — Phor Kai Kung	lb.	60
" Hen, — Na	"	45
Wild Ducks, — Shang hoi Sui Ap	"	—
" 1, — Sai Ap Chai	"	—
" d Ducks Canton, — Sang-Shing Sui Ap	"	—

## 生口

## VEGETABLES, &amp;c.

Artichokes, Shanghai, — Sheung-hoi Ah Chi	lb.	6
Chenks	"	—
Beans, (French), Macao, — Oil Moou Pin Tau	"	15
" (French) Shanghai, — Sheung Hai Pin	"	—
" Sprout, — Ah Cho	"	8
" Long, — Tau Ko	"	—
Best Root, — Hung Choi Tau	each	6
Brinjals, Green, — Ching Yuan	"	8
" Red, — Hung Keng	"	10
Cabbage, Chinese, com, — Kai Choy	"	10
Cabbage Red, — Hung Yea Choy	"	—
Cabbage, Shanghai, — Yeh Choy	"	12
Cane Shoots, bunch, — Kau Shun	lb.	8
Cauliflower, Large size, — Tai Yeh Cho Fa	each	—
" Medium size, — Cheung Yeh Cho Fa	"	—
" Small size, — Sai Yen Chai Cho	"	—
Carrots, — Kam Shum	lb.	6
Celery, Chinese, — Tong Kan Chai	"	8
" English, — Yeung Kan Chai	"	—
Chillies Dried, — Gon Lat Chiu	"	30
" Red, — Hung Far Chiu	"	20
" Green, — Ching Lat Chiu	"	15
Curry Stuff, English, — Kar Lee Chai Lia	"	10
Cucumbers, — Ching Kwa	"	2
Bitter Squash, — Fa Kwa	"	8
Garlic, — Quo Tau	"	—
Ginger, young, — Sun Tse Keung	"	—
" old, — Lo Keung	"	0
Horse Radish, Shanghai, — Lik Kan	"	10
Indian Corn, — Suk Mai	each	15
Lettuce, — Yeung Sang Chai	"	5
Water Chestnuts, — Ma Tai	lb.	—
" Mandarin, — Kwai Lum Ma Tai	"	—
Mushrooms, Fresh, — Sang Cho Koo	"	30
Mush Melon, American, — Kam-san Hong Kwa	each	6
Okroos	"	10
Onions Bombay, — Yeung Chong Tau	"	6
" Green, — Sang Chong	"	8
" Shanghai, — Shang-hoi Chong Tau	"	—
Papaya, 1st quality, — Tai Man San Kua	each	66
" 2nd	"	—
Parsley, — Kun Cho	"	8
Green Peas, — Ching Tau	lb.	—
Potatoes, Sweet, — Fan Shu	"	3
" Shanghai, — Shang-hoi Shu Tea	"	—
" Japan, — Yut Poon Shu Tea	"	—
" American, — Fa Ki Shu Tea	"	10
" Foochow, — Foo-chow Shu Tea	"	—
Pumpkin, — Tong Kwa	"	3
Radish, — Hung Lo Pak Tai	"	8
Rhubarb (Fresh), — Tai Wong	"	3
Sage, — Tse So	"	4
Shallots, — Gon Chung Tau	"	5
Spinach, — Yin Chai	"	10
Tomatoes, — Fan Ker	"	—
Taro, — Wu Tau	"	8
Trin (Pak), (Long), — Lo Pak	"	5
" English, — Yeung Lo Pak	"	8
Vegetable Marrow, — Chit Kwa	"	5
" (American), — Kam-san Chit Kwa	"	5
Water Cress, — Sai Yeung Chai	"	10
" Lily root, — Lin Ngau	"	—
" Tams, — Ts Shu	"	8

## 菜蔬

## 海鮮

Barbel, —Ka Yu	...	...	...	...	...	lb	20
Bream, —Bin Yu	...	...	...	...	...	"	18
Canton Fresh Water Fish, —Hoi Sin Yu	...	...	...	...	...	"	18
Carp, —Li Yu...	...	...	...	...	...	"	20
Catfish, —Chik Yu	...	...	...	...	...	"	10
Codfish, —Mun Yu...	...	...	...	...	...	"	15
Crabs, —Hai	...	...	...	...	...	"	24
Cuttle Fish, —Muk Yu	...	...	...	...	...	"	18
Dab, —Sa Mang Yu	...	...	...	...	...	"	14
Dace, —Wong Mei Lun...	...	...	...	...	...	"	10
Dog Fish, —Tit Tu Sa	...	...	...	...	...	"	10
Eels, Conger, —Hoi Mann	...	...	...	...	...	"	13
Fresh water, —Tam Sin Yu	...	...	...	...	...	"	16
Eels, Yellow, —Wong Sin	...	...	...	...	...	"	30
Frogs, —Tien Kai	...	...	...	...	...	"	28
Garoupa, —Sek Pan...	...	...	...	...	...	"	45
Gudgeon, —Pak Kap Yu	...	...	...	...	...	"	15
Herrings, —Tao Pak...	...	...	...	...	...	"	23
Halibut, —Cheung Kwan Kup	...	...	...	...	...	"	20
Labrus, —Wong Ka Yu...	...	...	...	...	...	"	24
Loach, —Wu Yu	...	...	...	...	...	"	30
Lobsters, —Lung Ha	...	...	...	...	...	"	30
Mackerel, —Chi Yu...	...	...	...	...	...	"	28
Monk Fish, —Mong Yu	...	...	...	...	...	"	25
Mullet, —Chai Yu	...	...	...	...	...	"	2
Oysters, —Sang Hoo	...	...	...	...	...	"	20
Parrotfish, —Kai Kung Yu	...	...	...	...	...	"	10
Perch, —Tau Loo	...	...	...	...	...	"	18
Pike, —Fa Paw Poong	...	...	...	...	...	"	10
Plaice, —Pan Yu	...	...	...	...	...	"	30
Pomfret, Black, —Hak Ohong	...	...	...	...	...	"	22
Pomfret, White, —Pak Ohong	...	...	...	...	...	"	48
Prawns, —Ming Ha...	...	...	...	...	...	"	48
Ray, —Fai Pa Sa	...	...	...	...	...	"	18
Rock Fish, —Sek Ka Kung	...	...	...	...	...	"	18
Roach, —Chau Yu	...	...	...	...	...	"	12



## Commercial.

**Chinese Railway Profits.**  
The net profits realized by the most important railways in China during the past fiscal year are as follows:

Peking-Hankow, S. Y. 8,229,000; Peking-Hankow S. Y. 6,481,000; Peking-Kalgan, S. Y. 653,000; Tai-yuan-Chengting, S. Y. 303,000.

**An Anglo-Chinese Silver Mining Company.**

The Central China Post publishes a report from a Chinese newspaper to the effect that a tentative agreement has been entered into for the formation of an Anglo-Chinese Silver Mining Co. to develop the silver mine at Tangko Hill, in the Tayeh district, Hapeh. The Central Government is reported to have sanctioned the formation of the company, which will have a capital of \$12,000,000 to be provided by British financiers.

**More India Tea Results.**

Four more tea companies have just issued their reports—the Lungia (Sylhet), the Nedem, the Singo, and the Empire of India and Ceylon. The Lungia pays 20 per cent., the same as for each of the two previous years, the Nedem pays a dividend and bonus of 30 per cent., against 20 per cent. for 1912 and 25 per cent. for 1911; the Empire of India pays 17½ per cent., as for the two previous years; and the Singo dividend has gone up from 8 per cent. to 10 per cent.

The Lungia's crop amounted to 3,178,000lb., a decrease of 156,740lb. compared with 1912, but an increase of 338,080lb. on the estimate. An average price of 8.25d. per lb. was realized by the tea sold in London compared with 7.58d. per lb. in 1912 and 8.24d. in 1911. There was, however, an increase of 0.09d. in the cost, mainly due to the smaller crop. In the case of the Nedem Company the crop was a record one, exceeding both the previous year and the estimate by over 700,000lb. The average price obtained for the tea sold both in London and Calcutta was equal to 8.82d. per lb., as compared with 7.9d. in 1912. The appropriation account of this company has one or two points of interest: for instance £15,000 is put aside for reserve and £2,500 is written off machinery and tramways, while £7,440 is carried forward. It is stated in the reports that both companies are making extensions; the Lungia planted 143 acres at Terapasa at the close of the year, and hopes to put out a further 100 acres during the current season, and the Nedem put out 306 acres at Dalmore, bringing up the planted area to 941 acres. It is intended to raise the garden to 1,100 acres, after which planting will be stopped for the present. The Empire of India and Ceylon Company's revenue results are the best in its history owing largely to the profit made by the Doonars group and the high level of prices. The Singo Company also has a larger net profit than in any previous year, due to the same causes.

**Standard Oil Experts in China.**

The safe arrival of the American oil-well drilling party of the Standard Oil Company on the borders of Shensi and Honan has been reported by the Acting Tutuh of Shensi to the Chinese Government at Peking, according to the correspondent of the C. O. Post. The party has with it several hundreds of carts of oil drilling machinery for the operations at Yenohang. Telegraph lines have been built between Yenohang and Sian for the sole use of the Sino-American company as ordered. The correspondent adds that there is no cause for fearing any mishap to the American party. President Yuan wired to the Shensi authorities that they will be held personally and individually responsible for mishap to Americans. In Chinese papers it is reported, however, that a certain foreign oil-mining expert, who has recently been sent on a trip of inspection of oil mines in Hsiao-shang, by the American Standard Oil Company, met the White Wolf brigands on his way and was robbed of all his belongings. Fortunately the inspector escaped unhurt.

**Australian Coal Trade.**

The Australian coal trade for the quarter ending March 31 last

shows a big increase in exports, especially to foreign countries. The exports were 1,365,000 tons, as compared with 1,047,000 for the first quarter of 1913. Of these totals, there were just under 600,000 tons, as exported to foreign countries, as compared with 344,000 tons in the March quarter of last year. The biggest increase is in the Far East, a quarter in which Australian trade all round has in recent years made strong advances.—Shipping and Engineering.

**Japan's Mine Output.**  
According to an investigation recently made by the Mining Bureau of the Department of Agriculture and Commerce, the total quantity of the staple minerals mined in Japan from January to April this year is reported as follows:

Gold	551
Silver	13,029
Copper	14,222
Iron	6,296
Coal	6,772
Petroleum	622
Sulphur	20,700

**Shanghai Kiebang Rubber Estate, Ltd.**

The fourth annual meeting of the Shanghai Kiebang Rubber Estate, Ltd., was held last week at Shanghai. Mr. Hugo Reis, who presided, said:—The profit and loss account after writing off the whole of debenture interest and trustee's fee, which amount to S. \$13,200 and also an amount of \$1,027.79 under suspension account, shows a net profit of \$19,312.49, which I think may be regarded as quite satisfactory. Including the amount of \$2,201.53 brought forward from last year the balance at credit of this account is \$12,514.02 which with your approval we propose to deal with as follows:

To pay a dividend of

Tls. 0.15 per

share which at ex-

change 91 equals \$11,538.46

To carry forward to

next year's account \$ 975.56

I shall have much pleasure in

proposing this later on in the

form of a resolution. With

regard to the sum of \$1,027.

79 under suspension account writ-

ten off I should like to remind

you that this was a claim

against the original vendor Mr.

Cathiravalo. For some consider-

able time no proceedings could be

instituted against Mr. Cathiravalo

as Mr. Bailey, the principal witness

for the company, had left the

Straits. On his return Mr. Bailey

was, however, at once com-

municated with, but for some

reason he refused to testify that

Mr. Cathiravalo requested him

either by letter or verbally to pay

out the money in question, and

as this in the opinion of the com-

pany's solicitors at Penang was

the essential point for the com-

pany to succeed in a legal action

against Mr. Cathiravalo, your

directors considered it advisable

to drop the case. As regards the

estate further satisfactory progress

has to be recorded both as to

cultivation as well as the cost of

production, which for the current

year will be further reduced, so

that even with the present low

price for rubber there is a fair

margin of profit. If any share-

holder would like to ask any

question I shall be pleased to an-

swer same to the best of my ability.

Couple Joined in Record Time.

Baltimore, June 6.—A new

record for dispatch in uniting a

love-lorn couple was set this

morning at Towson. It was ten

minutes before eleven when an

automobile stopped in front of the

court house, and a young man

made his way to the office of the

marriage licence clerk. By the

time the big court-house clock

marked eleven, the auto was in

front of the rectory of Trinity

Protestant Episcopal Church, and

Leah B. Lehman, 20 years old,

both of Camden, N. J., were man

and wife, ten minutes later. The

whole transaction required less

than twenty minutes.

Testing the Panama Canal.

Panama, June 8.—The first

passage through the Gatun locks

by an ocean liner was successfully

carried out today by the Panama

Railroad steamship Alliance, a

vessel of 4,000 tons. The trip

was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The

trip was made a test of the working

of the electric towing locomotives

in handling a large vessel. The



## CHINESE CURRENCY.

## "Ploughing the Sands at Peking."

For all its portents of tragedy and all the thorny questions with which it threatens hereafter to disturb the peace of nations, the serio-comedy of government at Peking preserves a certain quality of elemental humour and picturesque incongruity which manifests itself persistently wherever European diplomacy and finance invade the high places of China's patriarchal system, says the *Times*. Not the least humorous feature of the situation, for some years past, and one which has been particularly emphasized by the statecraft of Yuan Shih-kai since the collapse of the Manchus, lies in the little group of foreign advisers to the Chinese Government and in the part which, consciously or unconsciously, these eminent experts are made to play in the ancient game of setting one barbarian against another. As it was long ago in the time of Barlinghame and, more recently, in the days of Jenks, Foster, Hillier, and other distinguished counsellors, so it is now with those advisers whose business it is to guide the mandarin on the path of reform. Each continues earnestly to plough his lonely furrow of shifting sands and, hoping ever against hope, to sow in that barren soil expensive seeds of Western knowledge. To the Oriental mind, firmly convinced as ever of the superiority of the patriarchal tradition of government, there is undoubtedly a philosophic satisfaction in this spectacle. These voices crying in the wilderness, "crickets chirping on the edge of the desert," sound gratefully in the ears of the harassed mandarin, refreshing him with a subtle sense of retributive justice. Are not these semi-official advisers one and all Heaven-sent champions, most suitable to be set in order of battle against each other, for the ultimate confusion of the barbarian?

Dr. G. Vissering, president of the Bank of the Netherlands and Honorary Adviser on monetary matters to the Chinese Government, is evidently determined that, sand or no sand, the place where he has ploughed for the past two years shall not be left without landmarks. His second volume on Chinese Currency is a valuable theoretical treatise in English on the best means of introducing monetary and banking reforms in China, extremely interesting in its comparative study of the results of the "gold exchange standard," as worked out in India, Japan, and Formosa, the Dutch Indies, the Straits Settlements, and other Oriental countries. Concerning the advantages of a gold unit in silver-using countries, for purposes of calculation and book-keeping, and the benefits to be derived from the establishment of a Central Bank of Issue as a preliminary to currency reform, he writes with intimate knowledge and conviction. Learnedly he discusses bimetalism, seigniorage, counter-values, the issue of subsidiary tokens, and "the appointment of a Government liquidation Commission for the withdrawal of all notes issued by native banks"; and all his work is instinct with the single-minded earnestness of the sincere enthusiast.

It is this very earnestness, no doubt, unrelieved by any perception of Oriental forms of humour, which has led Dr. Vissering to assume, *ab initio*, that the Chinese Government engaged his services because it was indeed and in truth anxious to effect a complete reform of the national currency, so anxious, that in his opinion, it should consent to the establishment of a Central Bank under the direction of foreign experts. All the methods and procedure of reform which his book expounds pre-suppose, in fact, not only an entire re-organization of the Chinese system of government and the effective assertion of its authority, but the growth of an intelligent movement of patriotism amongst native bankers and merchants; and something not far short of altruism amongst the

## THE JONES BILL.

## What President Wilson Thinks of It.

"I am opposed to the Jones bill because I do not want to make any promise, the exact fulfilment of which I cannot assure."

"In this bill July 4, 1914, is set as the date for giving to the Filipinos an independent government. But let us suppose that at that time there should be an insurrection in the islands, or that, for some reason, it was impossible to elect the officials of the Philippine government, or that the United States should be engaged in a war with the islands as the theatre of military operations, or that there should be a grave international conflict threatening the peace of the far east. Under any one of such circumstances would it be just, would it be prudent, would it be rational or even possible, speaking from a diplomatic or international point of view, to launch the national existence of a small and practically defenceless country?"

"Who knows but that it may be possible and even convenient to grant independence before that date?"

"Who knows but that it may be better to concede it some years later?"

"I believe that the only wise and prudent policy is to confirm by congressional action that the end for which we are striving in the Philippines is the independence of the archipelago, and to proceed, naturally, in the gradual surrender of the reins of their government into the hands of themselves."

"In giving to the Filipinos the control of their legislature by the appointment of a majority of their race to the commission, we have taken the first step toward a government by themselves. Now we can take another step forward, confirming the policy of working toward their independence as announced in my message by giving to them a more complete and direct control of their insular government by means of the election of their legislators in both houses—upper and lower."

foreign banks now established in China. Dr. Vissering assumes that henceforth mandarins and bankers will by common consent forswear the profits which, from time immemorial, they have been accustomed to extract from the existing multiplicity of coinage, from the wholesale issue of debased currency and paper money unprotected by bullion reserves, and from speculation on exchange. His entire scheme of monetary reform is based on the theory that the reorganization of the currency will be entrusted to a "Central bank of issue; which should be a private concern, entirely free from the influence of the Government, but under its active supervision and control," a theory calculated to evoke chuckles from the Ministry of Finance and from His Excellency Liang Shih-yi. A closer acquaintance with Chinese life and especially with the people's inveterate love of the chances and changes of money barter afforded by the chaotic condition of the existing monetary system would probably have led Dr. Vissering to the conclusion that, of its own initiative and authority, the Chinese Government is no more capable of effecting a radical reform of the currency than it is of abolishing liquor or levying a tax on incomes. But in that case his books might never have been written.

## SILIMPOPON COAL BUNKERS

can be supplied at cheap rates at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

## POST OFFICE.

The E. of India, with the Canadian Mail, and Mail from London (via Siberia) of Saturday, the 27th ult., left Shanghai on Tuesday the 14th inst., at 2 p.m. and is due to arrive here on Saturday, the 25th inst.

The Siberia, with the American Mail, is due to arrive here on Saturday, the 25th inst.

## MAILS DUE.

Canadian, E. of India, 17th inst. American, Siberia, 25th inst.

## MAILS CLOSE TO-DAY.

Shanghai and North China (Europe via Siberia) — Per DEVANHA, 16th July, 5 p.m.

To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 11.30 a.m. on Monday the 20th July.

Amoy — Per GLENFALLOCH, 16th inst. 5 p.m.

## TO-MORROW.

Saigon — Per FOOSHING, 17th inst. 9 a.m. Saigon — Per FAUSANG, 17th inst. 9 a.m. Bangkok — Per ERYKEN, 17th inst. 10 a.m.

Swatow — Per WONGKOL, 17th inst. 11 a.m. Swatow & Shanghai — Per CHOYSANG, 17th July, 11 a.m.

Fort Bayard, Haiphong and Pakhoi — Per HUE, 17th July, 11 a.m.

Chefoo, & Newchwang — Per KUKIANG, 17th inst. 3 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia) — Per CEYLON M., 17th July, 4 p.m.

To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 3.30 p.m. on Thursday, the 23rd July.

Saigon — Per FOOSHING, 17th inst. 9 a.m. Saigon — Per FAUSANG, 17th inst. 9 a.m. Bangkok — Per ERYKEN, 17th inst. 10 a.m.

Swatow — Per WONGKOL, 17th inst. 11 a.m. Swatow & Shanghai — Per CHOYSANG, 17th July, 11 a.m.

Fort Bayard, Haiphong and Pakhoi — Per HUE, 17th July, 11 a.m.

Chefoo, & Newchwang — Per KUKIANG, 17th inst. 3 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia) — Per CEYLON M., 17th July, 4 p.m.

To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 3.30 p.m. on Thursday, the 23rd July.

Saigon — Per FOOSHING, 17th inst. 9 a.m. Saigon — Per FAUSANG, 17th inst. 9 a.m. Bangkok — Per ERYKEN, 17th inst. 10 a.m.

Swatow — Per WONGKOL, 17th inst. 11 a.m. Swatow & Shanghai — Per CHOYSANG, 17th July, 11 a.m.

Fort Bayard, Haiphong and Pakhoi — Per HUE, 17th July, 11 a.m.

Chefoo, & Newchwang — Per KUKIANG, 17th inst. 3 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia) — Per CEYLON M., 17th July, 4 p.m.

To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 3.30 p.m. on Thursday, the 23rd July.

Saigon — Per FOOSHING, 17th inst. 9 a.m. Saigon — Per FAUSANG, 17th inst. 9 a.m. Bangkok — Per ERYKEN, 17th inst. 10 a.m.

Swatow — Per WONGKOL, 17th inst. 11 a.m. Swatow & Shanghai — Per CHOYSANG, 17th July, 11 a.m.

Fort Bayard, Haiphong and Pakhoi — Per HUE, 17th July, 11 a.m.

Chefoo, & Newchwang — Per KUKIANG, 17th inst. 3 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia) — Per CEYLON M., 17th July, 4 p.m.

To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 3.30 p.m. on Thursday, the 23rd July.

## SHIPPING NEWS.

## ARRIVED.

Brilafas, Norw. ss. 559. A. T. Johnson, 15th inst. — Bangkok, 7th inst. instant. Rice — T. & Co.

Devanhu, Br. ss. 4795. W. R. F. Hickoy, 16th inst. — Bombay, 11th inst. instant. Gen. — P. & O. S. N. Co.

Fooksang, Br. ss. 3,100. L. A. Mitchell, 16th inst. — Singapore, 10th inst. instant. Gen. — J. M. & Co.

Childar, Norw. ss. 1,102. Nelson, 16th inst. — Swatow, 15th inst. instant. A. T. & Co.

Lee, Am. ss. 5,651. A. W. Nelson, 15th inst. — San Francisco, 20th ult. instant. Gen. — P. M. & Co.

Kulkiang, Br. ss. 1,223. J. Robertson, 15th inst. — Swatow, 14th inst. instant. B. & S.

Landrafsch, Ger. ss. 1,012. A. Struve, 15th inst. — Saigon, 11th inst. instant. Rice — S. & Co.

Talyo Maru, Jap. ss. 1,625. T. Fumoto, 15th inst. — Ching-wan-tao, 9th inst. instant. Gen. — M. B. K.

## DEPARTED.

July 15.

Johanne for Haiphong. Taming for Iloilo via Manila. Laisang for Kobe via Shanghai. Liangchow for Haiphong via Hoihow. Liangchow for Shanghai. Kwong Chau Wan for K. C. Wan. Katori Maru for Yokohama via Kobe. Kitano Maru for London via Singapore. Yermio Maru for Probolinggo (Java). Takada for Calcutta via Singapore. Cheongching for Tientsin via W. H. Wei. Keong Wei for Bangkok via Haiphong. Dilwara for Kobe via Moji. Haimun for Swatow. Kolya for Wyndham via Sebati.

Shanghai, North China and Japan via Kobe (Europe via Siberia) — Per CEYLON M., 17th July, 4 p.m.

To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 3.30 p.m. on Thursday, the 23rd July.

Saigon — Per FOOSHING, 17th inst. 9 a.m. Saigon — Per FAUSANG, 17th inst. 9 a.m. Bangkok — Per ERYKEN, 17th inst. 10 a.m.

Swatow — Per WONGKOL, 17th inst. 11 a.m. Swatow & Shanghai — Per CHOYSANG, 17th July, 11 a.m.

Fort Bayard, Haiphong and Pakhoi — Per HUE, 17th July, 11 a.m.

Chefoo, & Newchwang — Per KUKIANG, 17th inst. 3 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia) — Per CEYLON M., 17th July, 4 p.m.

To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 3.30 p.m. on Thursday, the 23rd July.

Saigon — Per FOOSHING, 17th inst. 9 a.m. Saigon — Per FAUSANG, 17th inst. 9 a.m. Bangkok — Per ERYKEN, 17th inst. 10 a.m.

Swatow — Per WONGKOL, 17th inst. 11 a.m. Swatow & Shanghai — Per CHOYSANG, 17th July, 11 a.m.

Fort Bayard, Haiphong and Pakhoi — Per HUE, 17th July, 11 a.m.

Chefoo, & Newchwang — Per KUKIANG, 17th inst. 3 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia) — Per CEYLON M., 17th July, 4 p.m.

To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 3.30 p.m. on Thursday, the 23rd July.

Saigon — Per FOOSHING, 17th inst. 9 a.m. Saigon — Per FAUSANG, 17th inst. 9 a.m. Bangkok — Per ERYKEN, 17th inst. 10 a.m.

Swatow — Per WONGKOL, 17th inst. 11 a.m. Swatow & Shanghai — Per CHOYSANG, 17th July, 11 a.m.

Fort Bayard, Haiphong and Pakhoi — Per HUE, 17th July, 11 a.m.

Chefoo, & Newchwang — Per KUKIANG, 17th inst. 3 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia) — Per CEYLON M., 17th July, 4 p.m.

To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 3.30 p.m. on Thursday, the 23rd July.

Saigon — Per FOOSHING, 17th inst. 9 a.m. Saigon — Per FAUSANG, 17th inst. 9 a.m. Bangkok — Per ERYKEN, 17th inst. 10 a.m.

Swatow — Per WONGKOL, 17th inst. 11 a.m. Swatow & Shanghai — Per CHOYSANG, 17th July, 11 a.m.

Fort Bayard, Haiphong and Pakhoi — Per HUE, 17th July, 11 a.m.

Chefoo, & Newchwang — Per KUKIANG, 17th inst. 3 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia) — Per CEYLON M., 17th July, 4 p.m.

To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 3.30 p.m. on Thursday, the 23rd July.

Saigon — Per FOOSHING, 17th inst. 9 a.m. Saigon — Per FAUSANG, 17th inst. 9 a.m. Bangkok — Per ERYKEN, 17th inst. 10 a.m.

Swatow — Per WONGKOL, 17th inst. 11 a.m. Swatow & Shanghai — Per CHOYSANG, 17th July, 11 a.m.

Fort Bayard, Haiphong and Pakhoi — Per HUE, 17th July, 11 a.m.

Chefoo, & Newchwang — Per KUKIANG, 17th inst. 3 p.m.

## WEATHER REPORT.

On the 16th at 10.25—Pressure is highest from the Bonins to S. Japan. It has decreased considerably over N. Japan which is now covered by a shallow depression.

Pressure has increased slightly along the coast from Shanghai to Haiphong, and over Formosa. Elsewhere pressure changes are small.

Depressions lie over Tongking, and far east of the Philippines.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 4.3 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast. S. winds, moderate; overcast, rain improving later.

1 Hongkong and Neighbourhood. S. winds, fresh to moderate.

2 Formosa Channel. S. winds, fresh to moderate.

3 South coast of China between H.K. and Lamcocks. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register. 16th July, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Wootstock 7a 29.79 68 0 0

Nemuro 6a 29.85 80 1 1

Hakodate 29.73 80 1 1

Tokio 29.81 80 1 1

Kochi 29.89 80 1 1

Nagasaki 29.91 80 1 1

Kagima 29.92 80 1 1

Calima 29.95 80 1 1

Naha 29.99 80 1 1

Ishijima 29.88 80 1 1

Bonin Is. 29.93 80 1 1

Chefoo 29.80 77 91 3 3

Haiphong 29.80 78 80 3 3

Shanghai 29.84 77 80 4 4

Guthrie 29.82 78 80 0 0

Sharp P. 29.82 78 80 0 0

Amoy 29.73 79 91 2 2

Saigon 29.85 80 1 1

Talchu 29.84 80 1 1

Tainan 29.79 80 1 1

Koshun 29.83 80 1 1

Paores 29.80 80 1 1

Canton 29.80 80 1 1

Koum 29.71 79 95 2 2

Gap Rock 29.72 82 87 3 3

Macao 29.63 80 1 1

Wanchow 29.86 87 1 1

Pakhoi 29.61 81 80 2 2

Phuon 29.70 82 80 2 2

Tourane 29.87 79 80 1 1

Amoy 29.82 74 80 1 1

Amoy 29.82 74 80 1 1

## MAIL STEAMERS.

## THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For Steamers To Sail On Remarks

LONDON, via Usual Ports of Call. Assaye Capt. G. J. Coldwell noon 18th July. Freight & Passage

LONDON & ANTWERP via Singapore, Penang, Cebu, Port Said, & Marseilles. Nagoya Capt. W. H. Sweny about 22nd July. Freight & Passage

SHANGHAI. Devanhu Capt. W. R. Hickey d'light 17th July. Freight & Passage

SHANGHAI, MOJI, KOBE, AND YOKO-HAMA. Malta Capt. G. W. Cookman about 23rd July. Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight or Passage, apply to

P. & O. S. N. Co.'s office, E. A. Hewett, Superintendent.

Hongkong, 16th July, 1914

## NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES

For Steamers To sail on

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ABERDEEN & HAMBURG. Kleist Capt. L. Maass 17,000 WEDNES, 22nd July, 10 a.m.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. Yorck Capt. T. Loeser 17,000 About WEDNES, 22nd July.

NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE. Prinz Waldemar Capt. O. Jurany 6,100 SATUR, 8th Aug. 3 p.m.

KOBE. Prinz Waldemar Capt. O. Jurany 6,100 About TUES, 21st July.

JESSELTON, KUDAT & SANDAKAN. Borneo Capt. J. Koehler

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletoken.

## FREIGHT LINE.

## NEXT SAILING FROM HONGKONG.

## OUTWARD.

Coetlingen About 19th July. Tuebingen About 3rd Aug.

## HOMEWARD.

For Marseilles, Rotterdam and Bremen/Hamburg: Bremen: Tuebingen about M. of Sept.

For Naples, Genoa, Rotterdam, Hamburg and Bremen: Hamburg: Tuebingen about M. of Sept.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD MELCHERS &amp; CO.

## GENERAL AGENTS, HONGKONG and CHINA

Hongkong, 13th July, 1914.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

## FORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

## FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

For Steamers To sail

SHANGHAI, KOBE AND YOKOHAMA. Paul Lecat 27th July.

MARSEILLE via PORTS. Atlantique 28th July.

ALL STEAMERS FITTED WITH WIRELESS. Transhipping on the Co's Steamers at Colombo, for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.

Through tickets to London via Paris by rail. Circular tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to P. THOMAS, Agent.

Printed and Published by the Proprietor, Dr. J. W. Noble, Lee House Street, in the City